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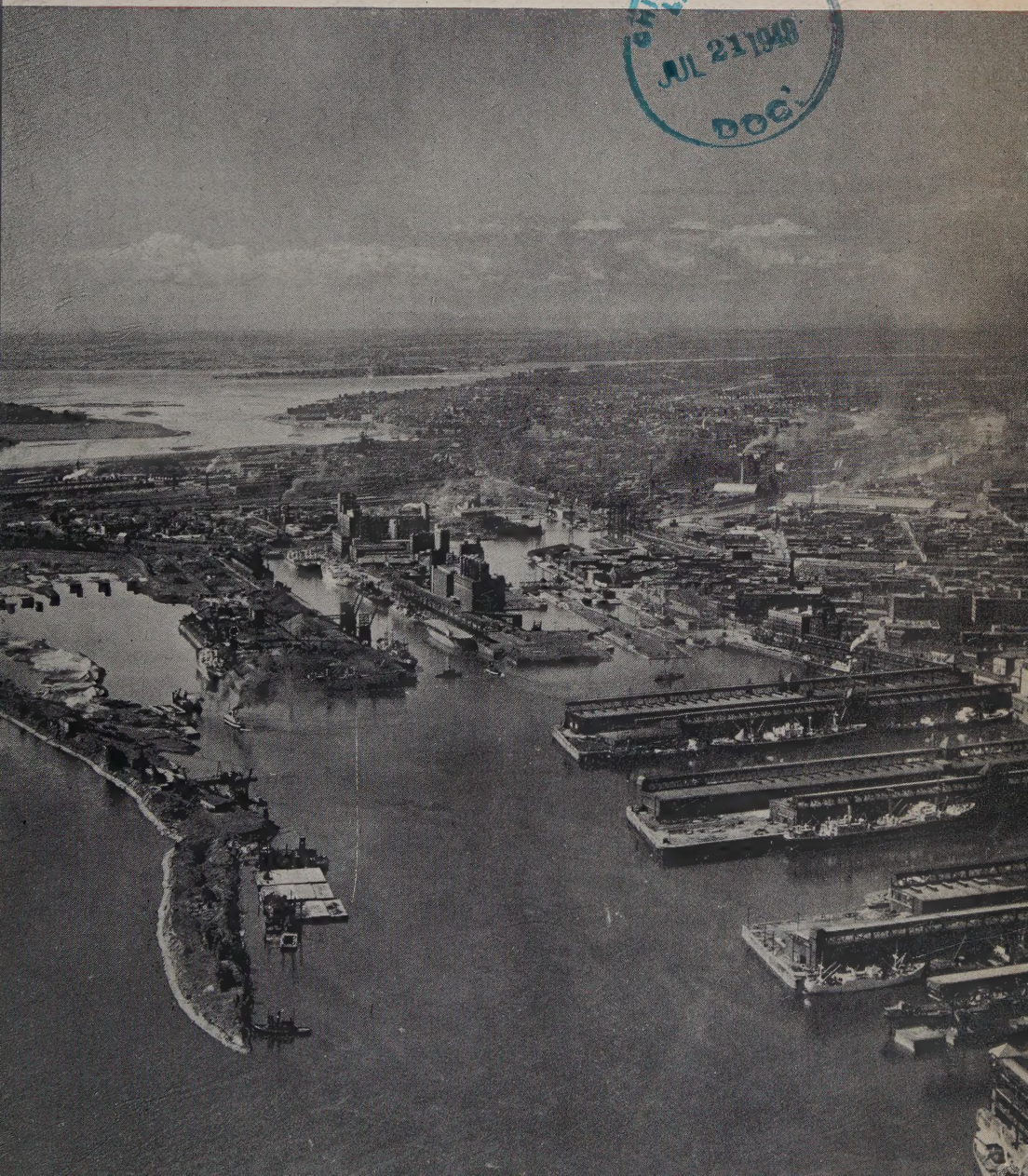

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Minister of Trade and Commerce

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Deputy Minister

FOREIGN TRADE

OTTAWA, JULY 10, 1948

Published Weekly
By
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Department of Trade and Commerce

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COVER SUBJECT—Upper section of Montreal Harbour and the terminus of ocean navigation on the St. Lawrence. Lake ships and small ocean-going vessels drawing no more than fourteen feet may proceed through the lower locks of the Lachine Canal at right centre and so work their way through the inland waterway to Lakes Ontario, Erie, Huron, Michigan and Superior. Fewer ships have visited Montreal this season, 233 of 844,060 net registered tons having arrived from the ocean to the end of June, compared with 299 of 1,182,106 net registered tons last year.

Photo by Spartan Air Services, Limited.

15015—1

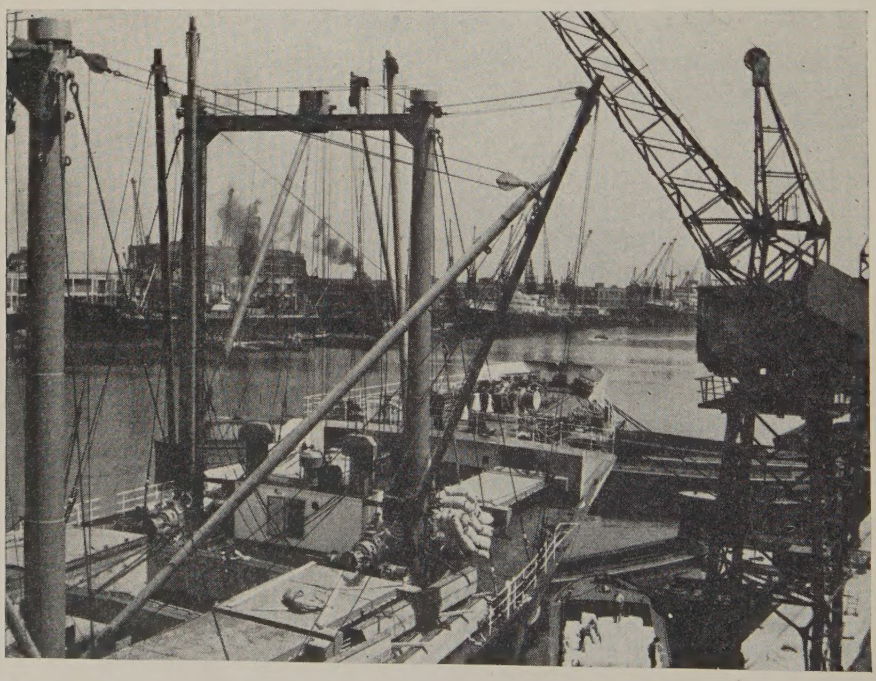
Canada Supplies Variety of Goods For European Recovery Program

Nearly twenty per cent of products authorized for purchase by Economic Co-operation Administration, in Washington, listed for procurement in this country—Seventy-four per cent of commodities being provided through trade channels —Authorizations on June 26 totalled $730,783,993.

CANADA has been called upon to contribute 19·5 per cent of the products authorized for purchase by the Economic Co-operation Administration (ECA) on behalf of countries participating in the European Recovery Program. Figures released on June 26 by Paul G. Hoffman, Economic Co-operation Administrator, indicated that procurement authorizations for European countries, Trieste and China totalled $730,783,993, of which commodities valued at $142,492,011 were being sought from Canada. Countries to which such authorizations had been granted are Austria, Denmark, France, the British and American Zones of Germany, the Netherlands, Norway and the United Kingdom.

Of the total procurement authorizations, seventy-four per cent, or goods valued at $542,171,263, were authorized for purchase through trade channels by participating countries or their agents or by importers. The remainder was being obtained through the following procurement agencies: United States Department of Agriculture, $127,503,926; United States

Great Britain—Canadian foodstuffs being unloaded in the Royal Victoria Dock, London. The United Kingdom has signed an agreement with the United States for provision of goods valued at $1,200 billion during first year of European Recovery Program — Procurement authorizations to June 26 valued at $226,066,200.



Army, $57,110,871; United States Navy, $1,681,907; and the Bureau of Federal Supply, $2,316,026.

Procurement authorizations, including ocean freight, approved by ECA to June 26, were issued to twelve countries and territories, as follows:

Procurement Authorizations, by Countries

Austria	$ 36,167,550
Denmark	9,704,200
France	205,749,232
Bizone Germany	50,119,000
French Zone Germany	7,475,120
Greece	32,167,366
Italy	91,133,755
Netherlands	35,814,535
Norway	5,778,248
United Kingdom	226,066,200
Total Europe	$700,175,206
Trieste	4,108,787
China	26,500,000
Total all countries	$730,783,993

Wheat is the principal commodity for which procurement authorizations have been issued, followed in order by petroleum products, coal, non-ferrous metals, wheat flour, cotton, meats, other foods unlisted, tobacco, cheese, inedible oils and fats, iron and steel, fertilizer, agricultural and industrial equipment, medicines and chemicals, lumber, feeds, non-metallic minerals, other fibres and textiles, seeds, leather and rubber. Cotton is the principal item required by China, followed by rice. Ocean transportation accounts for an expenditure of $75,803,351 for all the participating countries and territories concerned.

Procurement Authorizations, by Commodities

Europe:	
Wheat	$147,695,570
Wheat flour	44,739,647
Meats	42,321,000
Cheese	15,700,000
Other foods	29,016,804
Inedible oils and fats	13,240,400
Feeds	2,912,100
Seeds	468,000
Fertilizer	10,063,920
Coal	61,898,000
Petroleum products	104,121,857
Cotton	43,838,200
Other fibres and textiles	1,078,820
Tobacco	20,024,000
Medicines and chemicals	9,012,280
Non-metallic minerals	2,663,000
Non-ferrous metals	49,855,360
Iron and steel	11,568,296
Agricultural and industrial equipment	9,803,000
Lumber	5,861,000
Leather and rubber	141,000
Ocean transportation	74,152,952
Total	$700,175,206
Trieste:	
Wheat flour	$ 1,230,693
Other food products	1,324,930
Coal	561,000
Other products	114,765
Ocean transportation	877,399
Total	$ 4,108,787
China:	
Wheat flour	$ 1,106,960
Rice	11,620,040
Cotton	13,000,000
Ocean transportation	773,000
Total	$ 26,500,000

15015—1½

Examination of the numerous items being made available to participating countries under the European Recovery Program reveals that they are being supplied from many different sources. For example, Austria has been authorized to procure brass sheets and strips, nickel and linseed oil from Canada, while parts for coal mining equipment will be obtained from the British and American Zones of Germany.

Denmark has been authorized to procure fish meal from Canada, copra cake or meal from the Philippines, cottonseed meal and peanut meal from Brazil.

France has been authorized by ECA to purchase copper, nickel and zinc from Canada, though she will also obtain copper from Chile and zinc concentrates from Peru. Canada will supply her with linseed meal, rubber and miscellaneous rubber products. Fuel oil will be imported from Iran, Iraq and Saudi Arabia.

The Netherlands have been authorized to procure wheat, copper and copper alloys from Canada, aviation gasoline, kerosene, gas and fuel oil from Venezuela, and automobile gasoline from Iran and Iraq.

Canadian Horsemeat Going to Germany

Canada has been requested to supply Norway with coarse grains to be processed into rolled oats in that country. The British and American Zones of Germany will procure steel from Luxembourg, horsemeat from Canada and the United States, edible copra from the Netherlands East Indies, edible whale oil from Norway, freight cars from Belgium, peas and dried beans from Turkey and Portugal, and palm kernels from the Belgian Congo, though procurement in most cases will be made through the United States Army.

Over fifty per cent of the procurement authorizations issued to the United Kingdom list Canada as the source of supply, and include such items as bacon, beef, cheese, flour, wheat, aluminum, copper, lead and zinc. Woodpulp will also be obtained from this country.

As indicated in the June 19th issue of *Foreign Trade*, Canada has contracted to supply a number of European countries with goods valued at $264,783,407 during the twelve months ended June 30, 1949. It is realized that ECA dollars will not be made available for the purchase of all the items included in this program, though Canada is in a position to supply additional commodities to the value of $1,341,133,616, a proportion of which may be obtained through the Economic Co-operation Administration. This figure is an estimate only, as various factors may produce some change in the amount of listed availabilities. For instance, the weather may affect agricultural production, and the amount of steel made available to manufacturers may affect their output. Satisfaction is expressed, however, over the generous expenditure of ECA dollars in Canada.

ECA authorizations for purchase in Canada, which amounted to $132,932,511 on June 21, or 22 per cent of the total, include the following items for the listed countries:

Austria—Nickel, $35,001; linseed oil, $1,327,190.

Denmark—Fish meal, $151,900.

France—Copper, $480,000; nickel, $100,000; zinc, $563,000.

Netherlands—Wheat, $1,818,000.

Norway—Coarse grains, $570,000.

United Kingdom—Bacon, $16,900,000; beef, $550,000; cheese, $700,000; flour, $9,300,000; wheat, $32,500,000; bacon wheat and flour, $33,500,000; aluminum, $11,500,000; copper, $6,000,000; lead, $3,300,000; zinc, $3,300,000.

Puerto Rico Provides Favourable Market for Canadian Codfish

Principal exports, sugar, molasses and needlework, show substantial increase over figures for previous year—Tobacco and rum industries suffer from over-production and lack of markets—Bulk of purchases made in United States.

By R. G. C. Smith,* Commercial Secretary, Canadian Legation

(Values in United States dollars)

(*Mr. R. G. C. Smith is presently on tour in Canada, prior to his departure on posting to Rome.)

HAVANA, May 6, 1948.—The foreign trade of Puerto Rico reached new high levels during 1947, characterized by a large import surplus. Exports of sugar, needlework, and pineapple rose to new peaks, but the tobacco and rum industries continue to suffer from over-production and lack of markets. Canadian goods find a limited sale in this country, although there is a persistent demand for codfish.

Much of the increase in the value of imports and exports may be attributed to postwar inflated prices. While the quantities of typical commodities imported have risen 30 to 60 per cent since 1940, their values have gone up 84 to 408 per cent, depending on the goods taken. Dairy products show the greatest increases; their volume rose 235 per cent over 1940, while the value leapt to 557 per cent. The following table illustrates the great increase in trade in recent years and the increasingly unfavourable balance:

Trade of Puerto Rico

	Average 1935-39	1946	1947
	(Thousands of dollars)		
Exports	92,460	161,459	170,938
Imports	85,800	242,040	302,411
Balance of trade	+ 6,660	— 80,581	—131,473

Sugar Industry on Artificial Basis

The Puerto Rican sugar industry is on an artificial basis. Without subsidies and an assured share in the United States market, it is doubtful if the industry could compete with its great competitor—Cuba. Costs of production are considerably higher, fertilizer is necessary to produce yields comparable to Cuba, and the cane must be planted more frequently if yields are to be maintained. Nevertheless, it remains the number one industry of the island.

The 1947 crop of 1,088,000 short tons was the third highest on record, 20 per cent over the 1946 figure and about 17 per cent above the 1935-39 average. It was estimated that the total value of the crop was $127,000,000, $35,000,000 over the previous year's sugar income. The 1948 crop will be reduced by drought damage and continued fertilizer shortage, but another million-ton crop is probable. The income from sugar, although below the high figure of last year, will still be relatively high.

Under the United States Sugar Act, Puerto Rico is assured a basic quota of 910,000 tons; with additions, its total in 1948 will be 1,039,000 tons. Domestic consumption is about 120,000 tons, so that there will be

no danger of any carryover. It is estimated that the Island's total production capacity is a maximum of 1,200,000 tons, so that the guaranteed minimum share of the United States market is a high percentage of the Island's potential productivity.

The development of the needlework industry is a most satisfactory phase of the economy. Partly finished articles such as handkerchiefs, gloves, etc., are imported, embroidered, and re-exported to the United States. There is no evidence of any real competition developing from Europe in 1948, so that the industry should continue to be prosperous throughout the year.

Tobacco Suffering from Lack of Markets

Although the 1947 tobacco crop was only 235,000 quintals (one quintal=100 pounds) compared with 300,000 in 1946 and 400,000 the previous year, there was difficulty in disposing of it. Of relatively low grade, it aroused no interest in the high-grade New York market. This year's crop goal was reduced to 248,000 quintals and production seems likely to meet this figure. As plenty of Cuban tobacco is available, the same difficulty of disposal that met last year's crop seems probable. Exports, in spite of a fall in 1947, were, however, still well above the prewar average.

Rum Industry Suffering from Over-production

The rum industry expanded dramatically during the war; great quantities of an inferior product were dumped on the United States' market. With the re-advent of whisky on the world markets, the industry found itself with its markets glutted and no demand. Most of the distilleries have closed down and stocks have accumulated to an estimated 20,000,000 proof gallons. This has had a serious effect on treasury receipts, bringing a reduction in the new estimate of revenue from the excise tax on rum to $5,000,000, from a revenue in 1944 of $65,000,000. Efforts to reduce the excise tax to increase consumption aroused the dilemma of the very serious effect on the Island's fiscal revenue.

Exports from Puerto Rico

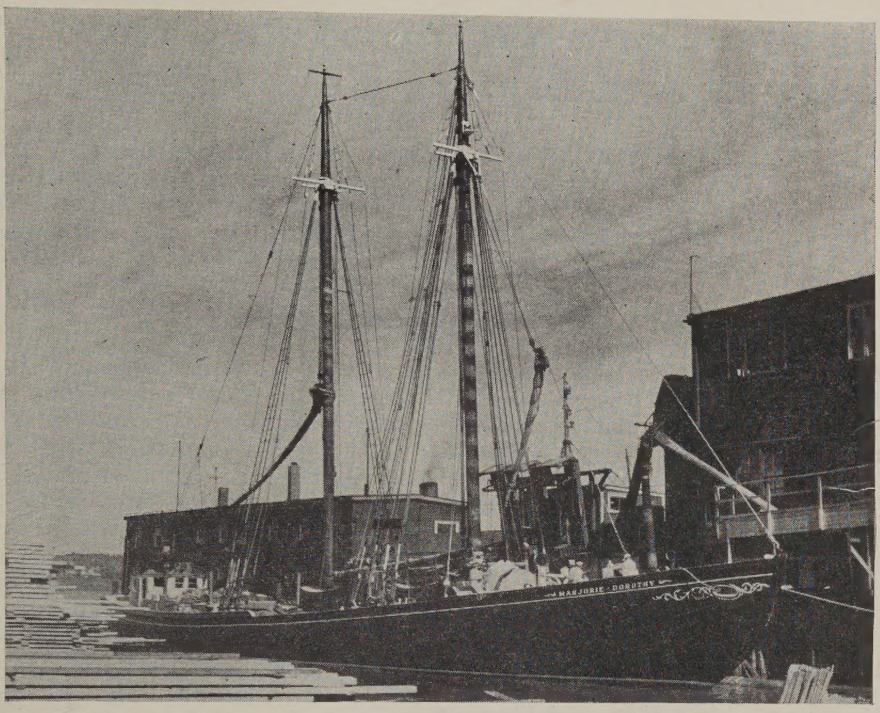
	1935-39 average	Per cent of total	1945-46	1947-48	Per cent of total
			(Thousands of dollars)		
Sugar and molasses	58,000	62	80,220	84,603*	49.5
Needlework	15,800	17	25,551	39,239	22.8
Tobacco	9,000	9	21,407	16,277	9
Rum	1,900	1.6	12,497	7,021	4
Canned pineapple	166	..	2,486	3,080	1.7
Total	92,460	100	161,459	170,938	100

*Sugar only.

Total government revenue during the fiscal year ending June 30, 1947, amounted to about $88,000,000, while expenditure totalled over $97,000,000. However, at the end of October, the Insular Government held reserves with the banks, in cash and other assets, chiefly bonds, a total of nearly $106 million. Income for the current fiscal year was originally estimated at $70,750,000, but adverse conditions in the rum trade forced a reduction of the estimate to $66,796,000 in spite of upward revisions in estimates of income and state taxes and lottery earnings.

Market for Canadian Goods Limited

The market in general is very quiet and merchants are meeting a distinct slow-down in turn-over. As well, except in a few specialized lines, Puerto Rico is not a market for Canadian goods. It is part of the United



Halifax—Typical fishing schooner, operating out of Nova Scotian ports, which brings in cod and other varieties of fish from the Grand Banks, some of which is marketed in the Caribbean area.

States and, as such, goods shipped from the continental United States do not pass through the customs in Puerto Rico. Broadly speaking, if any product is available in the United States, it will be almost impossible to supply it from Canada. Even if products are free of duty, the added delays, expenses and complicated procedure required in clearing goods through the customs, compared with the "domestic" treatment of shipments from the United States, go a long way to discourage imports.

Nevertheless, Puerto Rico is one of the largest consumers of codfish in this area and merits close attention of Canadian shippers. In recent years, most codfish has been supplied by Newfoundland at low prices, which has enabled the government to maintain the low ceiling price of 23 cents retail, as against a minimum of 30 cents in the Dominican Republic and from 38-45 cents in Cuba. While the present price range is not attractive, some Canadian fish has been shipped and there are persistent demands for more, provided it can be supplied within the wholesale ceiling of 19 cents. Contact should not be lost with this important fish market, whose consumption is some 35,000,000 pounds per year.

Whole Milk Powder Deleted from Availabilities

Due to heavy sales of whole milk powder to the International Children's Emergency Fund, no further supplies of this product will be available from Canada to countries participating in the European Recovery Program during the current calendar year. Canada's list of commodities available, as published in the June 19th issue of *Foreign Trade,* should be revised accordingly.

Export Controls Introduced for Europe and Middle East Area

Increasing demand for goods in short world supply for European Recovery Program involves scrutiny of shipments made to countries concerned—Great Britain and Northern Ireland excluded from list—Palestine and adjacent countries included, due to disturbed conditions.

By Export Division, Foreign Trade Service

REGIONAL export controls will be introduced by Canada on and after July 15, 1948, in order that products in short world supply may be directed to those countries in which they can be used to greatest advantage. This procedure has been rendered necessary by the increasing demands for goods created by the European Recovery Program, and should enable Canada to scrutinize all her exports to Europe and the Middle East. Accordingly, the Export and Import Permits Act has been amended by Order in Council P.C. 2984, dated June 29, 1948. Section five of this Act now stipulates that "no person shall export or attempt to export from Canada any goods included in a list, or any goods to a country named in a list, established pursuant to section three of this Act, except under the authority of and in accordance with a permit issued under this Act."

Great Britain, Northern Ireland and the British Colonies in Europe have been excluded from the list of countries for which export permits will be required, as it is considered that the strict import control exercised by the British Government will ensure that only essential items are shipped to such destinations. The list of European countries involved is similar to that issued by the United States Government, which has introduced import controls for the same purpose.

Due to disturbed conditions in Palestine, the adjacent countries of Iraq, Lebanon, Saudi Arabia, Transjordan and Yemen have been included in the list, together with Egypt and Iran, from which Canadian commodities might be transferred to the troubled areas. The following countries are affected by the new regulations:

Countries Under Regional Export Control

Aegean Islands, including Dodecanese Islands
Albania
Andorra
Austria
Belgium
Bulgaria
Czechoslovakia
Denmark, except Greenland
Egypt
Estonia
Finland
France, including Corsica
French North Africa, including Algeria, French Morocco and Tunisia
Germany
Greece
Hungary
Iceland
Iran
Iraq
Ireland (Eire)
Italy, and its Mediterranean Islands
Latvia

Lebanon
Liechtenstein
Lithuania
Luxembourg
Monaco
Netherlands
Norway
Palestine
Poland and Danzig
Portugal, including Azores and Madeira Islands
Rumania
San Marino
Saudi Arabia
Spain and its Possessions, including the Balearic Islands, the Canary Islands, Spanish Morocco, Ceuta, Melilla, Ifni, Rio de Oro; Spanish Guinea, including Rio Muni and Fernando Po; Annobon, Corisco and Elobey Islands.
Sweden
Switzerland
Tangier, including the International Zone
Transjordan
Trieste (Free Territory)
Turkey (Asiatic and European)
Union of Soviet Socialist Republics (Asiatic and European)
Vatican City
Yemen
Yugoslavia

Existing Commodity Requirements Unchanged

Under this area control system, export permits will be required for each shipment to designated countries, thereby enabling the Department of Trade and Commerce to review all transactions, and to impose such restrictions as from time to time seems desirable. Previous requirements respecting specific commodities are unchanged. For example, arms, ammunition, implements of war, electronic equipment, radio-active products, and various items in short domestic supply will remain under commodity control.

The introduction of this system should simplify the supervision of Canada's exports to European destinations. Under commodity controls, it would have been necessary to prepare a burdensome list of commodities subject to export permit requirements. The new regulation serves merely to bring under scrutiny a wide range of products that have hitherto been omitted from such requirements. It is not expected that the introduction of these controls will lead to any severe export restrictions. For the most part, export permits will be granted freely.

Products of United States origin, which that country has designated as being under strict export control to Eastern Europe, would be refused export permits by Canada, unless clearance for such products was arranged with Washington. Shipments under five dollars in value, casual gifts and consignments to Canadian Government officials abroad are exempted from the Export Permit Regulations.

Turkish Coal Mines to Boost Output

Turkey's coalfields are to double their capacity under a new five-year plan. Mines in the Eregli area will have their annual output increased from 4 million to between 7,400,000 tons and 10 million tons, by modernization and reorganization. Plans include new coal-washing equipment to improve quality, a plant to manufacture coke from coal dust, and the enlarging of the port of Zonguldak. Electricity will be supplied to the mines by a 60,000 kw. hydro-electric plant at Catalagzi, which will come into operation this year.

15015—2

Trade Between Belgian Congo and Canada Multiplied During War

Exports and imports valued at $2·5 million in 1946—Ruanda Urundi and Congo form single economic unit, approximating size of Ontario and Quebec—Population fifteen million, of which large majority are natives—French and Flemish official languages.

By L. H. Ausman, Canadian Government Trade Commissioner

(Editor's Note.—This is the first of six articles on the Belgian Congo, prepared for *Foreign Trade*. The series will deal with the geography, history, political and commercial institutions, communications, production and foreign trade of the colony.)

(One franc equals $0.0228. One square kilometre equals 0.386 square miles).

LEOPOLDVILLE, January, 1948.—Canada's total trade with the Belgian Congo has risen from an insignificant $130 to a relatively substantial sum of $2,000,000 during the last thirty years, most of the increase having occurred during the first and second world wars. Ruanda Urundi, a mandated territory, is economically united with the Congo, though separate for political and administrative purposes. They have common legal and currency systems, and most of the leading trading and industrial firms operate in both areas, between which there are no tariff barriers. For the purpose of this economic review, therefore, the two territories will be considered as a single unit.

The Belgian Congo extends over an area of 2,343,930 square kilometres, while that of Ruanda Urundi is 54,172 square kilometres. Their combined area is approximately that of Ontario and Quebec. Located entirely within the tropics and astride the equator, the region forms a large area in the geographical centre of Africa, extending from 5° North to 13° South latitude. French Equatorial Africa and the Anglo-Egyptian Sudan lie along the northern boundary, Uganda and Tanganyika Territory along the eastern frontier, Angola and Northern Rhodesia along the southern fringe, while the western section fronts on Angola, French Equatorial Africa and Kabinda, a small Portuguese colony of 3,000 square miles on the Atlantic seaboard.

Topography—The principal physical feature of the Belgian Congo is the river from which its name is derived. Formerly known as the Zaire, this is the largest river in Africa, and is exceeded in size among the great rivers of the world only by the Amazon in South America. The Congo has a length of over 3,000 miles, and its drainage area is estimated at 1,425,000 square miles. The Congo basin consists of a low plateau of about 1,000 feet elevation. which rises to heights of 3,000 and 5,000 feet on the borders. High plateaus and mountain ranges are found on the east, together with the snow-clad Ruwenzori, a peak of 16,794 feet that straddles the equator.

Congo River Provides Transportation

The Congo and its tributaries provide this country with important transportation facilities, though a series of rapids west of Leopoldville interfere with navigation through to the sea. Matadi, a port at the mouth of the Congo, was linked fifty years ago by rail with Leopoldville, from which ships sail upstream for 1,000 miles to Stanleyville, on the main river,

Belgian Congo—Cotton being loaded at Stanleyville for shipment down the Congo. *Belgian Congo Information Service Photo.*

and 500 miles to Port Francqui, on the Kasia. For this reason, Leopoldville is an important funnel through which flows much of this country's commerce.

Climate—The climate of this country is tropical, though pleasant on the high plateaus of the south and southeast. The Kivu district is particularly invigorating, and is being developed as a resort for tourists. Visitors may stay at a hotel or guest house within a few miles of the equator, sleeping at night under two heavy wool blankets, whereas coverings of any kind may be dispensed with in many towns on the Congo river, equally close to the equator.

The climate is hot and humid in the central and western sections of the Congo. which experience torrential rains from October to May south of the equator and from April to November in the north. The central area is unhealthy, being covered with marshland and dense tropical forests. On the outer fringe of this central depression are grasslands and savannah.

Precipitation varies from five to six feet a year in the vicinity of the equator. The average temperature in the Belgian Congo is around 80°, though it is less than 68° in the higher regions. The thermometer seldom rises above 97°F., but the humidity is frequently 100 per cent. The temperature varies with the altitude in the east, and has dropped as low as 30° at Elizabethville, which is located at 4,000 feet. though so low a figure is unusual.

15015—2½

Canadian Geographical Society Map.

Population of Congo Fifteen Million

The population of the Belgian Congo was 10,702,859 on December 31, 1946, while that of Ruanda Urundi was 3,919,967. Of this combined total. Europeans numbered 36,648 and Asiatics 2,849. There were 24,058 Belgians, or 67 per cent of the Europeans, 2,923 Portuguese, 1,488 Italians, 1,657 British and 1,373 Greeks. Canadians, mostly missionaries, accounted for only 45. The European population increased more than 25 per cent since 1939, being confined largely to government officials and employees of industrial firms. The populations of the principal trading centres in 1946 were as follows:

Belgian Congo—Passenger and mail steamer, which operates on the Congo River, in the Chanic Shipyards at Leopoldville. The buckets of a dredge may be seen in the foreground. *Belgian Congo Information Service*

Principal Trading Centres

	Native	European
Leopoldville	110,280	6,188
Elizabethville	65,397	5,359
Stanleyville	22,374	1,224
Usumbura	12,346	821
Jadotville	21,146	2,219
Matadi	18,687	498
Albertville	8,066	468

Languages—French and Flemish are the official languages of the Belgian Congo, though English is generally understood by most members of the commercial community. Many tribal tongues are spoken throughout the Congo basin, some of these being common to Africans living in geographical areas adjacent to this country. The principal native languages are Kikongo, Kiswahili and Lingala, a lingua franca spoken by many of the natives for trade and intercommunication.

Education and religion—Great strides have been made under the Belgian administration by missionaries of many nationalities in hastening the progressive development of the native population, and in raising its moral and material status. The influence of 3,385 Catholic and 792 Protestant missionaries has resulted in the conversion of more than one-quarter of the population. There are 71,000 Moslems, living mostly in the east. Schools for natives, both state and mission, totalled 26,652 in 1946, and more than 900,000 pupils receive their education under this system.

Ocean Bills of Lading must be obtained from steamship companies when through bills of lading are not issued. Most steamship lines, especially those operating from United States ports, require the exporter or the latter's broker or freight forwarding company to prepare the forms. *(See our ABC of Canadian Export Trade, page 23.)*

Canadian Purebred Jersey Cattle Being Flown South to Rio de Janeiro

Seven bulls and twenty heifers purchased by Ministry of Agriculture, in Brazil—Air transportation eliminates many difficulties in the transportation of livestock to Latin American countries.

TWENTY-SEVEN head of purebred Jersey cattle, seven bulls and twenty heifers have been purchased in Canada for shipment by air to Rio de Janeiro. The consignment was scheduled to leave Malton Airport, north of Toronto, on July 9, and will follow the route taken recently by the Governor General, Viscount Alexander of Tunis.

Air transportation of livestock eliminates many of the difficulties involved in the exportation of cattle from Canada to Latin America. Instead of loading the animals aboard cattle cars for transfer to the port of embarkation, the erection of stalls aboard ship, the provision of sufficient feed for a long ocean voyage and trained personnel to tend the livestock en route, the movement can be completed in a single operation.

Furthermore, travelling time is reduced from many days to a matter of hours, and the cattle can be landed at their destination without having suffered from the tropical heat on shipboard. In fact, conditions are such that cows can often be milked almost as soon as they are landed, and hardly realize they have been moved from their home farms. Furthermore, it is estimated that, taking all factors into consideration, the total cost of air shipment is practically the same as if the transfer was made by rail and sea.

Chile—*Glenafton Rag Apple Alert*, All-Canadian and All-American three-year-old champion bull in 1947 and two-year-old in 1946, which was flown from Malton Airport, near Toronto, to Santiago last May. It was sold for $11,500. This Holstein-Friesian bull was part of a shipment claimed to be the most valuable ever to leave Canada by air.

Air transportation of livestock from Canada was inaugurated on August 1, 1946, when eight purebred Holstein-Friesian bulls were flown from Toronto to Cuba and Puerto Rico. Since then, similar shipments have been made by air to Argentina, Brazil, Chile, Colombia, Ecuador and Mexico.

Canadian purebred cattle exports in 1947 were valued at $7,282,000, a total of 29,897 animals having been shipped to twenty-two countries, of which the United States purchased over 28,000.

Mexican Exports to Canada Greatly Increased Over Prewar Years

From $479,150 in 1939, shipments to Canada increased to $14,609,938 in 1946 and to $16,979,524 in 1947—Shipment of tomatoes during winter months, the basis of Mexican trade with Canada for many years, prohibited by Canadian import controls—Large quantities of raw cotton purchased by Canada.

By D. S. Cole, Commercial Counsellor, Canadian Embassy

(This is the last of two articles on Mexico's trade with Canada, the first of which appeared in the June 26 issue of *Foreign Trade*.)

MEXICO CITY, April 23, 1948.—Increased Mexican exports to Canada have been more spectacular than the reciprocal trade of Canadian exports to Mexico. Mexican exports in 1939 totalled the negligible sum of $479,150. Resulting from war demands and other causes, Mexico's exports in 1946 amounted to $14,609,938 and in 1947 to $16,979,524. Details of Mexican exports to Canada as compared with 1939 follow.

Fresh Bananas: In 1939 $5,700; 1946, $261,000 and 1947, $28,000.

Peanuts: 1946, $171,000; 1947, $178,000.

Shelled Pecans: 1946, $301,800; 1947, $84,000. It might be noted that there were very small shipments in 1939, but as they are all included under a general heading of nuts, it is impossible to separate these various items which total only $24,000.

Fresh Tomatoes: The basis of Mexican trade with Canada for some years has been the export of fresh tomatoes in the winter months. As fresh tomatoes are now on the Canadian prohibited list, the figures in 1948 will be negligible. In 1939 Mexico shipped fresh tomatoes to the value of $374,000, which increased in 1946 to $2,458,000 and in 1947 to $2,594,000. This new Canadian import control has brought considerable chaos in the market for fresh tomatoes in Mexico. It is claimed that the United States is not an alternate market.

Green Coffee: 1939, $12,300; 1946, $268,000; 1947, $180,000.

Sweetened Chewing Gum: 1939, nil; 1946, $233,000 and 1947, $115,000.

Rum: 1939, nil; 1946, $78,000; 1947, $77,000.

Honey: 1939, nil; 1946, $162,000; 1947, $111,000.

Substantial Exports of Raw Cotton Made to Canada

Raw Cotton: Exports in 1939 were nil. Owing to arrangements made between Canadian textile manufacturers and Mexican cotton growers, this trade in 1946 grew to the value of $3,855,000 and in 1947 to $9,549,000.

A Mexican export embargo has been placed on raw cotton, as Mexican cotton textile manufacturers were becoming very concerned as to adequate sources of supply. Nevertheless, in January and February export permits were obtained for considerable quantities in order that Canadian textile manufacturers would be able to keep their contracts and have available necessary raw materials.

Cotton Linters: 1939, nil; 1946, $66,900; 1947, $170,000.

Yarns, Cords, Twine: These products are made of vegetable fibres, known as "henequen" or "sisal". In 1939 there were no exports to Canada; in 1946, $81,900 and in 1947, $113,800.

Sisal, Istle, Tampico Fibres: This extremely important trade is handled almost exclusively through Yucatan, which specializes in the growing of sisal and other fibres. In 1946 exports to Canada amounted to $3,627,000 and in 1947, $2,145,000.

Fishing Net Cordage: A new trade which did not exist before the war resulted in exports of commercial fishing net cordage to the value of $91,000 in 1947 to Canada.

Plumbago: There were small exports of Mexican plumbago in 1939 valued at $4,000. This trade in 1946 amounted to a total of $73,000; in 1947 to $54,000.

Petrol Products: Mexico ordinarily is not an exporter of oil or refined petroleum to Canada, but in 1947 there were shipments of 7,880,000 gallons valued at $689,000.

Direct Steamship Services Aid Trade

Direct steamship services between Montreal, St. John and Tampico and Veracruz, which were started by Canadian government ships in the early part of 1946, have been of some help in increasing reciprocal trade between our countries. Commencing in the middle of May, the Swedish-American Line will start a service calling at Montreal and Veracruz. In spite of these steamship services a very large proportion of Mexican-Canadian trade is carried by rail through the United States.

All Canadian or Mexican goods in transit through the U.S. are classified by the Mexican Government Customs as U.S. commerce, whether imports or exports. Canadian Government figures therefore should be relied upon when discussing or considering reciprocal trade in any commodities.

Shipments via United States ports are complicated by the fact that it is necessary to arrange with a freight broker at most United States ports to clear the goods through the port, i.e., for receiving the goods from the railway company; truckage; possible storage; and delivery to vessel. In these circumstances it is desirable that arrangements be made with a freight forwarder or broker of good repute and one who warrants confidence, as it is quite easy to subject the shipper to overcharges should an unscrupulous firm care to do so. While it may be necessary to meet the customer's wishes as to the forwarding agent or broker to be employed, there are certain Canadian forwarders with reliable connections at United States ports. The names of Canadian forwarding agents may be obtained from the railway companies, banks, or from the Department of Trade and Commerce. (*See our ABC of Canadian Export Trade, page 24.*)

China Imposed Extensive Import And Export Controls Last Year

Unsettled political situation and lack of effective controls following the end of the war resulted in inflation and hoarding—Export potential of country affected—Import controls have tended to increase all-round costs, resulting in many traditional exports being unable to compete in world markets.

By L. M. Cosgrave, Commercial Counsellor for Canada

(Editor's Note.—This is the second in a series of six articles on economic conditions in China, prepared by Mr. Cosgrave for *Foreign Trade*, and is the first general review of that country presented since 1940. The first appeared in the July 3 issue.)

SHANGHAI, May 6, 1948.—Imposition of extensive import and export controls by the National Government of China features commercial developments in this country during 1947. Had these controls been introduced immediately after the termination of hostilities on VJ Day, and trained personnel appointed to administer their operation, much of the commercial chaos would have been avoided, in the opinion of leading economists. The establishment of such controls was virtually impossible, however, as the greater proportion of China's commercial activities is centred in the coastal areas, including such important cities as Shanghai, Tientsin, Tsingtao and Hong Kong, all of which were occupied by the Japanese.

Furthermore, with the upsurge of Communist activity, and the resulting commitment of the Central Government to widespread military operations, official control of commodity movements became practically impossible. As a result, stop-gap measures for both imports and exports have to date failed to arrest inflation and hoarding, the prices of essential raw materials having risen in many cases to ten or more times the corresponding domestic prices abroad. This situation has perhaps affected the export potential of the country far more than China's import position. The native producer, who is only interested in the exchange of his products for consumer goods, is not willing to take depreciating currency unless it can be reconverted immediately into such goods. As a result, he has either withheld his products for higher prices or sold only sufficient quantities to meet the inflated internal cost of his daily needs.

Export Trade Suffered as Import Controls Increase Costs

Export trade has suffered correspondingly, and the import restrictions, which were designed to assist in balancing external trade, have only served to increase all-round costs. The result has been that many of China's traditional exports are now unable to compete with existing world prices overseas. Some exports have, of course, been in demand even at exceedingly high prices, due to serious world shortages, such as vegetable oils, antimony, wolfram, and similar items. Every effort is being made by the Central Government to maintain and expand such exports by absorbing losses in national currency, in order to secure vitally needed foreign exchange. In addition, practical measures to stimulate export trade, particularly manufactured and semi-manufactured products destined for overseas markets, were promulgated recently. The broad principle is to

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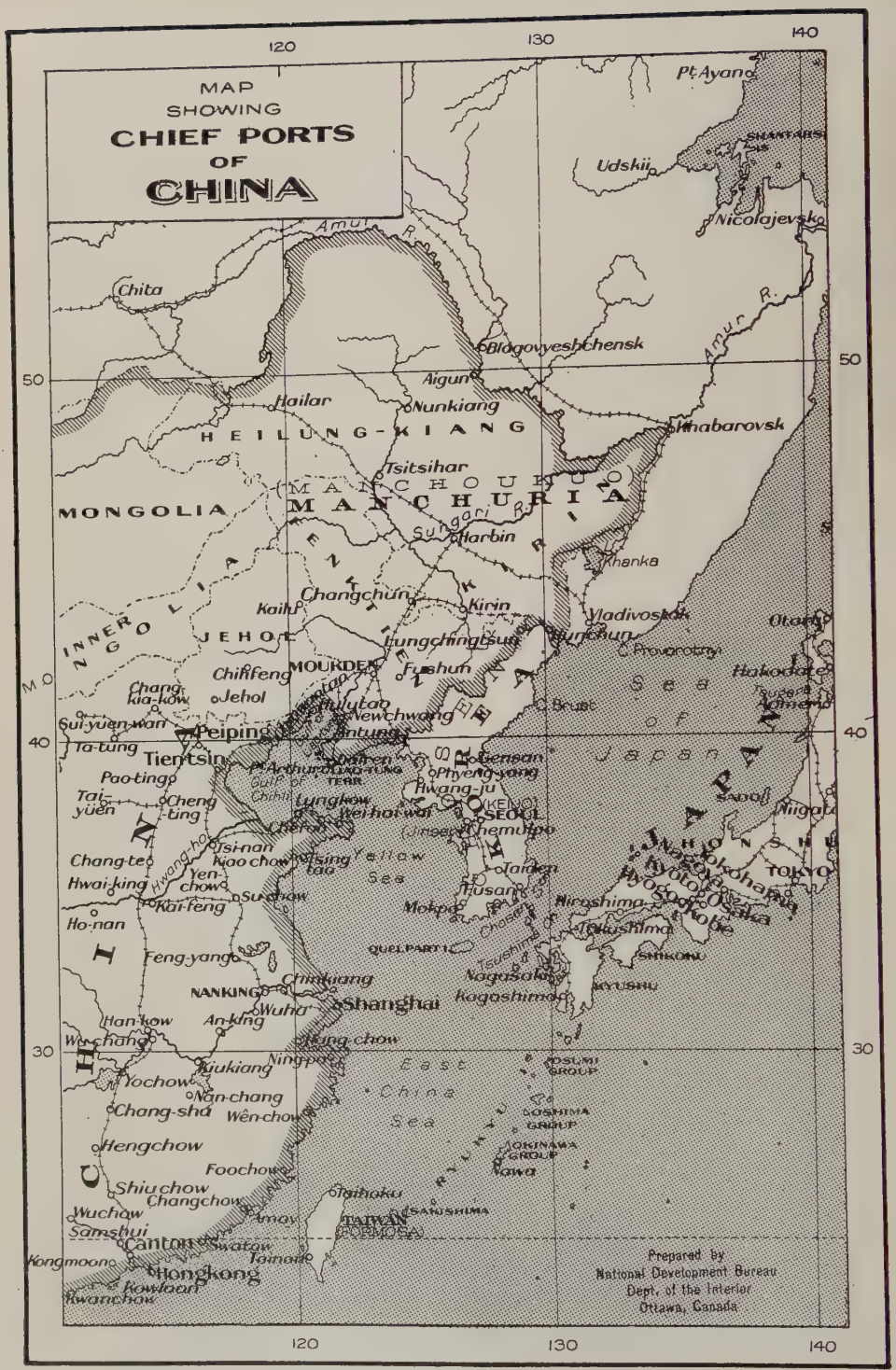
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MOURDEN
Fushun
Hakodate
Chang-kia-kow
Jehol
Liaotung Gulf
Yingkow
Newchwang
Sea of Japan
Sui-yuen-wan
Peiping
Antung
Ta-tung
Tientsin
Port Arthur
Dairen
Gensan
Pao-ting
Phyeng-yang
Gulf of Chihli
Tai-yuen
Cheng-ting
Lungkow
Wei-hai-wei
SEOUL
(KEIJO)
Chefoo
Chemulpo
Yellow Sea
Chang-te
Tsi-nan
Kiao-chow
Taikow
Hwai-king
Yen-chow
Su-chow
Taiden
Fusan
Nagasaki
Hiroshima
Kai-feng
Mokpo
Ho-nan
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NANKING
Chinkiang
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Wuhu
Han-kow
An-king
Wu-chang
Kiukiang
Ningpo
East China Sea
Yochow
Nan-chang
Chang-sha
Wên-chow
Hengchow
Foochow
Shiu-chow
Changchow
Wuchow
Amoy
Samshui
Canton
Swatow
Kongmoon
Hongkong
Kowloon
Kwan-chow
Taihoku
TAIWAN
FORMOSA
SAKISHIMA
Prepared by
National Development Bureau
Dept. of the Interior
Ottawa, Canada

China—Canadian flour is carried slowly through the suburbs of Tientsin, while Chinese merchants pass by in rickshaws at an accelerated pace.

allow, in addition to existing quotas, import without restriction of materials required in the manufacture or preparation of goods for export. It is hoped these arrangements will provide a useful stimulus to exports and also enlarge the scope of China's imports without detriment to its foreign exchange position.

One of the unfortunate aspects of the restrictions on imports, particularly as it relates to Canada, is their effect on the introduction of any new commodities. Even with long-established products, import quotas are steadily diminishing, due to China's dwindling foreign exchange, while the registration of new importers has been frozen and such importers are confined to those agencies they already represent.

Government Participation in Commerce Increasing

Another major difficulty faced by foreign private traders is the continued expansion in both scope and volume of Chinese Government participation in commerce. This is largely a postwar development based primarily on the acquisition by the Chinese authorities of numerous Japanese and German factories and business enterprises, particularly in the textile industry, which occupies an important position in both export and import trade.

In addition, the establishment of direct government-to-government barter arrangements with such countries as Russia and Japan, and extensive transactions via government-sponsored organizations have seriously restricted the activities and operations of many long-established firms, both foreign and Chinese. The National Resources Commission, a long-established government body, formed prior to the war to develop China's natural resources, now controls a wide range of former enemy-owned enterprises, operates many mines on behalf of the government, and supervises the collection and sale of many minerals, such as wolfram and antimony. It also controls the production of most products in the regained areas of Formosa and the coastal areas.

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Government Sole Importer and Distributor of Fertilizer

Government participation in imports is a more recent development. Fertilizer allocations to China, made by the International Food Organization, in Washington, were previously permitted entry through the agents of producing factories abroad. The government has now decreed that all future imports of fertilizer, together with their distribution within this country, shall be handled solely by government organizations. This procedure has spread into such important commodities as dyes, large purchases of which were made recently in Germany by the Central Trust on behalf of the government, with a consequent reduction in the quotas of established importers. This participation in commerce to the detriment of the private trader, is not necessarily part of any planned Socialist scheme of nationalization of industry but is in part due to the chaotic financial and budgetary position of China. Nevertheless, in the opinion of competent observers, private industry in China as a whole will, it is feared, be faced with increasing difficulties. Until excessive government expenditures on the prevailing civil war are eased, it is unlikely that any expansion in foreign trade can take place.

Uruguay Provides Potential Market For Seed Potatoes From Canada

Unable to obtain sufficient certified seed potatoes from Argentina—Demand for Katahdin variety, but larger purchases of Pontiac variety may be expected—Skin colour not an important factor—All purchases made by Servicio Oficial de Distribución de Semillas.

By W. B. McCullough, Commercial Secretary (Agricultural Specialist), Canadian Embassy

BUENOS AIRES, May 10, 1948.—Uruguay has been unable to obtain sufficient certified seed potatoes from Argentina in recent years, and provides a potential market for Canadian seed potatoes. There will be a demand for the Katahdin variety, but larger purchases of the Pontiac variety may be expected. The latter has been under test in Uruguay for several years, and is becoming popular in the northern early zone, and among growers who cater to the market for early potatoes in Montevideo.

Skin colour is not an important factor in Uruguay and consumers will accept the Pontiac variety. All Uruguayan purchases of seed potatoes are made by the Servicio Oficial de Distribución de Semillas, a division of the Ministry of Agriculture. This entity prefers to deal on a government-to-government basis, and is already in touch with the Canadian Special Products Board regarding requirements for this season, but no contract has been finalized. Uruguay offers a steady market for seed potatoes each year. While Canadian seed is firmly established in this country, exporters must supply the maximum percentage of the small-size grade at prices competitive with those from other sources to maintain their position.

Purchases of seed potatoes were made last year in South Africa for September planting, but the shipment arrived rather late in the season and, as a result of a dry spell following planting, the yields were not good. The summer crop, which includes plantings with Canadian certified seed, fields of which show a good stand and even growth, is generally good. It is probable that the market for table stock will be amply supplied for several months. Early blight is general in Uruguay this season, but no late blight has been observed.

Canada—Certified seed potatoes being loaded in Saint John, N.B., for shipment to Montevideo, Uruguay. Canadian exports to that country last year totalled 236,000 bushels, valued at $469,800.

Uruguay has experienced a good agricultural year, and virtually all crops have been good to excellent. Rainfall was adequate and fairly well spaced throughout the season, and there were no serious losses from pests and disease.

Canadian Combine Rice Harvester Reaches Egypt

Cairo, May 25, 1948 (FTS)—Canadian designers of agricultural machinery have introduced a combine rice harvester, which is designed to harvest, thresh, clean and pack into bags rice, wheat, barley, oats and other cereals, in addition to berseem and similar seeds. The first machine of this type gave a recent demonstration on state land at Sakha in the presence of Mohamed el Kilany Bey, Under-Secretary of State for Agriculture, and was considered more comprehensive in its operation than any other equipment used in this country. It was suggested that this machine would be more economical than any other, as it could harvest crops in sequence, from wheat and barley in May to rice in October.

Labour Conditions in Jamaica Relatively Quiet Last Year

Considerable violence, however, accompanied the few strikes which did occur—Housing situation aggravated by fact that materials were diverted to the construction of tourist accommodation—Island colony is served by four airlines—Shipping service, although below prewar level, has improved.

By R. V. N. Gordon, Acting Canadian Government Trade Commissioner

(Editor's Note—This is the last in a series of three articles on economic conditions in Jamaica, prepared for *Foreign Trade*. The others appeared in the June 5th and June 19th issues.)

KINGSTON, April 20, 1948.—Labour conditions in Jamaica were relatively quiet during the past year, though there were two major strikes by members of the union sponsored by the official opposition in the legislature. There was a two-month work stoppage by the mechanical staff of this colony's principal newspaper, and another of like duration involved the bus company serving the capital city of Kingston. Striking employees have been replaced, however, by members of a rival union. Considerable violence accompanied these disturbances.

Housing is still scarce in the urban areas, the shortage of homes being accentuated by the diversion of construction materials to hotels for tourists. These have a priority by reason of their dollar-earning potential. Tourist traffic reached a new peak during the past winter, and it would appear that the industry will continue to thrive. Hotel space was at a premium from January to March, and many potential visitors to Jamaica were unable to secure accommodation. It is estimated that 3,000 applications for rooms could not be filled. Canada and the United Kingdom contributed more visitors than ever before, as restrictions on exchange limited travel by their nationals to outside the dollar area.

Four Airlines Service Island Colony

Jamaica is served by the British South American Airways Corporation, Pan American Airways, Inc., K.L.M. (Royal Dutch Airlines) and British International Airlines, Limited, which maintain regular schedules, while several other operators made non-scheduled flights to the Island, representing 27·78 of the total. An average of 13·27 aircraft and 195 passengers were handled daily through Palisadoes, the principal airport in Jamaica.

Although the number of ships visiting this colony is below the prewar figure, there is some improvement. Three of the popular "Lady" boats, of the Canadian National Steamships, having been lost during the war, it has not been possible to maintain the former regular passenger service between Kingston and Canadian ports, and to provide refrigerated cargo space. The government railway continues to impose a heavy burden on the colony, the estimated annual deficit, including redemption charges, being £270,000. Annual expenditures have been reduced, however, from the wartime level of £780,000 to £540,000.

Cost of living on this Island continues to rise, that for the labouring class having reached 214·88 in March, 1948, representing an increase of 39·63 points over a period of twelve months. The cost of living for the middle and upper classes has risen to a greater extent, as they consume a larger proportion of imported goods. There is no indication that the prices of imported goods will level off, and it is probable that the cost of living will continue to mount.

It was announced by the Governor, Sir John Huggins, in his report for 1946-47 that the final accounts reflected an actual surplus of £539,627. The estimated surplus for 1947-48 is £280,862, increasing the accumulated surplus balance for the Island, as of April 1, 1948, to £1,904,852. Although this is not a large figure for a colony the size of Jamaica, the situation has changed considerably from 1943, when it appeared that Jamaica would have to seek a grant-in-aid from the Imperial Government. The budget for 1948-49 provides for a deficit of £202,410, to be met from the accumulated surplus balance of the colony. The deficit is estimated because of the decrease in import duties since the imposition of severe restrictions.

Ten-year Plan Financed by Loan

The first instalment of the Development Loan under the Ten-year Plan was floated on September 1, 1947. The amount realized was only £267,910, and the raising of further instalments will be undertaken this year in the hope of a more favourable response from the public. It is estimated that by March, 1948, when the plan had been in operation two years, approximately £2,177,000 had been spent. Of this sum, £877,000 had been met from Colonial Development and Welfare funds, £714,000 from loan funds, realized or potential, and £586,000 from the colony's revenues.

Subsidies have been removed from all imports with the exception of dried codfish and condensed milk. The subsidy on these staples of the native diet has been continued to prevent a sharper increase in the labouring class cost of living. The government, however, ceased bulk purchases of codfish in July, 1947, making provision for the payment of subsidies to commercial importers.

United Kingdom and Brazil Sign Trade Agreement

São Paulo, June 7, 1948.—(FTS)—After prolonged negotiation, an important Anglo-Brazilian financial agreement was signed on May 21, and effective from that date. Agreement was reached for total trade exchange during 1948, amounting to $68 million. The United Kingdom is committed to supply important quantities of vital materials such as coal, tin and tinplate, caustic soda and soda ash, cement and petroleum products, amounting in all to $37 million, while Brazil promises to facilitate the import of a wide range of other British goods and to supply to the British market quantities of meat, rice, sugar, coffee, hides and timber to an amount up to $31 million.

It was further agreed that the Governments of Brazil and of the United Kingdom should grant the necessary licences for the exports and imports in question, in accordance with the basic principle of reasonable equilibrium in the current movement of sterling payments.

All trade and financial payments between residents of Brazil and residents of the United Kingdom shall be made in sterling. Payments in cruzeiros due from residents of Brazil to residents of the United Kingdom are to be settled by the purchase of sterling, the buying and selling rate of exchange for which is to be based on the official middle rate quoted by the Bank of England for the United States dollar.

Out of Brazil's accumulated sterling balances of $50 million, an increase of $4 million was added to the release of $6 million a year ago. General arrangements were made for the use of accumulated balances in the acquisition of British assets in Brazil and the liquidation of Brazilian sterling indebtedness. The payments agreements covering the exchange of goods will remain in force until April 1, 1951.

Canadian Exports, by Commodities

Commodity	May			January-May		
	1938	1947	1948	1938	1947	1948
	(Millions of Dollars)					
Agricultural, Vegetable Products	10·5	76·0	57·2	60·1	255·6	228·0
Animals and Animal Products	9·1	30·9	37·7	45·6	131·1	169·0
Fibres, Textiles and Products	1·3	5·6	4·0	4·9	17·8	16·5
Wood, Wood Products and Paper	16·9	69·7	84·0	77·2	329·9	375·8
Iron and Products	5·6	29·3	25·9	28·2	111·8	109·7
Non-Ferrous Metals and Products	16·6	35·4	45·5	77·8	116·4	163·8
Non-Metallic Minerals, Products	2·4	6·7	8·9	9·0	27·3	33·6
Chemicals and Allied Products	2·3	7·9	9·1	9·1	33·5	35·6
Miscellaneous Commodities	2·3	6·3	9·9	9·1	32·3	34·5
TOTAL DOMESTIC EXPORTS	67·0	267·8	282·3	321·1	1,055·8	1,166·6
	(Thousands of Dollars)					
Agricultural, Vegetable Products:						
Fruits	410	674	165	3,254	5,439	1,264
Vegetables	487	2,682	430	1,178	8,384	3,463
Wheat	3,714	30,204	19,233	33,831	90,719	79,937
Grains, other	800	1,585	4,107	3,493	12,367	18,437
Flour of wheat	1,623	24,924	15,628	7,703	76,021	54,186
Farinaceous products, other	995	1,832	2,784	4,343	6,775	10,475
Sugar and products	123	929	970	710	2,269	1,967
Alcoholic beverages	610	3,183	2,208	4,169	12,326	10,710
Vegetable fats and oils	7	551	2,403	46	3,314	5,627
Rubber and products	1,270	3,990	3,172	5,595	13,560	13,406
Seeds	40	867	3,214	1,101	8,633	15,811
Tobacco	162	3,401	1,152	4,715	10,045	5,762
Vegetable products, other	224	1,212	1,706	1,009	5,747	6,981
Total	10,467	76,034	57,172	60,146	255,600	228,028
Animals and Animal Products:						
Cattle	834	1,319	2,769	3,504	4,920	9,193
Other animals, living	130	120	1,112	681	448	4,040
Fish and fishery products	1,460	5,314	5,833	9,296	31,464	35,582
Furs and products	650	2,135	2,738	8,156	14,131	12,793
Leather and products	517	2,657	1,146	2,021	9,216	6,851
Bacon and hams	3,357	10,676	13,812	14,520	26,145	47,833
Meats, other	464	3,059	2,426	1,938	22,209	19,944
Cheese	571	68	87	1,104	749	1,660
Milk products, other	406	1,360	1,045	1,259	3,634	3,611
Eggs, shell and processed	45	3,376	4,271	84	14,238	17,854
Animal products, other	642	826	2,507	3,034	3,924	9,650
Total	9,077	30,911	37,747	45,597	131,077	169,010
Fibres, Textiles and Products:						
Cotton products	221	1,197	810	1,073	3,772	3,848
Flax, hemp and jute products	13	232	256	47	540	814
Wool and products	76	1,258	490	473	3,309	2,461
Artificial silk and products	186	1,280	802	854	3,878	3,800
Textile products, other	768	1,657	1,662	2,438	6,268	5,620
Total	1,263	5,624	4,020	4,883	17,768	16,543
Wood, Wood Products and Paper:						
Planks and boards	2,638	12,704	16,304	12,431	75,626	78,617
Pulpwood	649	1,512	2,524	2,445	8,372	12,836
Unmanufactured wood, other	946	5,020	6,379	6,711	28,033	30,821
Wood pulp	2,470	15,263	19,773	11,722	67,960	86,727
Manufactured wood, other	288	988	902	1,346	3,193	3,076
Newsprint paper	9,135	29,918	33,830	38,582	131,834	147,643
Paper, other	724	3,680	3,772	3,653	12,247	14,133
Books and printed matter	86	598	500	348	2,667	1,959
Total	16,936	69,683	83,984	77,238	329,932	375,812

Note.—Throughout this bulletin, totals represent unrounded figures, hence may vary slightly from rounded amounts.

Canadian Exports, by Commodities—*Concluded*

Commodity	May			January-May		
	1938	1947	1948	1938	1947	1948
	(Thousands of Dollars)					
Iron and Products:						
Iron ore	.....	610	437	.....	654	494
Ferro-alloys	159	2,330	3,094	555	7,953	10,548
Pigs, ingots, blooms, billets	257	625	406	1,782	2,784	1,074
Rolling mill products	200	726	2,245	1,100	2,896	8,172
Locomotives and parts	2	2,888	946	236	10,665	3,006
Farm machinery and implements	887	4,739	6,296	4,131	17,271	30,282
Hardware and cutlery	193	746	504	790	2,299	2,202
Machinery (except farm)	1,014	4,916	3,367	4,416	13,633	17,600
Automobiles, freight	682	3,825	1,401	3,805	20,659	7,065
Automobiles, passenger	1,295	2,924	1,601	7,485	14,722	7,561
Automobile parts	270	2,065	1,407	1,494	8,030	7,434
Railway cars and parts	.....	313	1,091	10	481	1,196
Iron products, other	624	2,591	3,123	2,384	9,757	13,114
Total	5,584	29,298	25,917	28,190	111,803	109,746
Non-ferrous Metals and Products:						
Aluminium and products	2,469	9,514	14,882	8,964	21,193	45,343
Brass and products	107	400	481	411	1,459	2,360
Copper and products	5,476	6,328	9,355	21,376	19,477	32,858
Lead and products	823	3,625	3,079	3,765	12,301	11,828
Nickel	3,987	6,854	7,780	24,416	25,361	32,943
Precious metals, except gold	2,231	2,480	1,909	10,986	10,945	10,718
Zinc and products	1,001	3,065	3,960	4,896	13,308	13,922
Electrical apparatus, n.o.p.	342	1,837	1,890	1,789	7,947	7,713
Non-ferrous products, other	208	1,305	2,153	1,240	4,454	6,098
Total	16,643	35,408	45,487	77,844	116,445	163,781
Non-Metallic Minerals, Products:						
Asbestos and products	1,500	3,280	3,691	4,378	12,894	15,681
Coal	94	87	1,136	610	1,125	3,657
Petroleum and products	22	540	1,066	149	2,178	3,079
Abrasives, artificial, crude	408	1,383	1,233	2,038	6,052	5,143
Non-metallic products, other	416	1,382	1,821	1,840	5,053	6,084
Total	2,439	6,671	8,947	9,014	27,301	33,643
Chemicals and Allied Products:						
Acids	129	378	704	518	1,413	2,420
Medicinal preparations	207	383	326	594	1,465	1,665
Fertilizers	1,051	2,730	3,843	4,294	14,641	16,668
Paints and varnishes	77	774	750	379	2,713	2,675
Calcium compounds	51	203	238	213	660	1,177
Soda and sodium compounds	331	659	519	1,667	2,632	1,905
Chemical products, other	442	2,788	2,739	1,389	10,006	9,063
Total	2,289	7,915	9,119	9,053	33,530	35,573
Miscellaneous Commodities:						
Toys and sporting goods	37	166	203	83	678	529
Films	427	492	484	1,768	1,338	1,714
Ships and vessels	7	442	3,529	185	5,904	9,934
Aircraft and parts	823	526	1,426	2,419	3,378	6,258
Electrical energy	224	506	437	1,622	2,327	1,853
Miscellaneous consumer goods	176	1,364	808	793	5,251	2,661
Miscellaneous, other	358	1,217	965	1,395	4,483	3,722
Donations and gifts	.....	609	1,016	.....	5,054	3,810
Non-commercial articles	249	940	1,021	876	3,918	4,022
Total	2,300	6,263	9,890	9,140	32,331	34,505

Foreign Trade Index

The Index to "*Foreign Trade*" for the Six Months ending December, 1947, is being distributed to all subscribers of this publication. Anyone who has not received their copy by July 31, 1948, should notify the Publicity Division, Department of Trade and Commerce, Ottawa.

Economic Conditions Favourable on West Coast of United States Last Year

Greater continuity in industrial production than previous year—Materials in somewhat easier supply—Electric power production and carloadings of manufactured products exceeded all previous records—Manufacturing and employment established new high for postwar period.

By V. E. Duclos, Canadian Government Trade Commissioner

(Editor's Note—This is the first in a series of three articles on economic conditions on the West Coast of the United States for 1947, prepared for *Foreign Trade*.)

LOS ANGELES, April 19, 1948.—Industrial production and employment in the Twelfth District,* according to a recent report of the Federal Reserve Bank of San Francisco, were characterized by much greater continuity in 1947 than in 1946, when reconversion, wage disputes, or material shortages impeded operations in many industries. Materials were in somewhat easier supply and most industries operated at a much higher pitch of efficiency. Electric power production and carloadings of manufactured products exceeded all previous records. Manufacturing and employment, holding gains made during the second half of 1946, established a new high for the postwar period. Total payroll disbursements increased fairly steadily, and consumer incomes rose to new postwar levels in practically all parts of the District, although inflation probably prevented any general expansion of real incomes.

Capital Investment Boom Continues

Capital investment in the district, both public and private, reached very high levels in 1947. Enlargement of existing plants and establishment of new enterprises occurred in all the major industrial centres and in a number of smaller cities. Plans were announced for additions to the iron and steel, lumber, oil refining, paper, and plywood manufacturing industries, as well as a wide variety of others. Public utilities, particularly the telephone and power companies, have embarked upon large programs of expansion, some of which will require several years to complete. Outlays on reclamation and other development projects, while lower than in recent years, were still substantial. A large volume of highway and other public works construction was inaugurated. Wholesale and retail establishments also undertook much replacement and expansion work.

Building construction in 1947 proceeded much more smoothly than in 1946, when progress was held up by frequent bottlenecks in the supply of materials and skilled labour. The volume of both new construction and replacement was considerably larger both in the District and in the country as a whole, the total value of building construction authorized in the Twelfth District being roughly one-eighth above the 1946 total. Total building permits issued in urban areas in the eleven Western states during the first five months of the year numbered about 22 per cent below the corresponding period of 1946, when applications for permits had been stimulated by the announcement of a policy of stricter limitation on non-residential construction. During the seven months from June to December, however, 1947 permits regularly exceeded those of 1946, with an aggregate value about 47 per cent higher.

*The Twelfth District of the Federal Reserve Banking System comprises the Western States of Arizona, California, Idaho, Oregon, Nevada, Utah and Washington.

Indices of Industrial Production—Twelfth District

(1939=100)

	1946	1947[1]
Copper	89	133
Lead	73	98
Zinc	170	200
Silver	39	58
Gold	30	78
Coal	140	164
Iron ore	569	1,112
Steel ingots	247	386
Aluminum	94	165
Petroleum	140	148
Refined oils	137	150
Natural gas	148	158
Cement	144	169
Lumber	106	126
Wood pulp	124	144
Paper	135	135
Wooden boxes	132	122
Douglas fir plywood	147	168
Fish meal	54	42
Fish oil	37	31
Canned fruits	167	135
Canned vegetables	278	249
Canned fish	88	88
Meat	161	166
Sugar	92	120
Flour	119	124
Butter	39	64
Cheese	140	159
Ice cream	281	250
Wool consumption	223	191
Motion pictures (cost)	248	248

[1] Preliminary.
Note: Data given above supersede previously published annual indexes.

Heavy Immigration Causing Unemployment

Population continued to grow fairly rapidly in 1947, though not at so high a rate as in 1946 and some war years, and at mid-1947 was estimated at 15,375,000, or approximately one-ninth of the national total. About one-third of the population growth of the entire country since 1940 has occurred in this District, over four-fifths of it by net immigration. Migration of veterans is still continuing, especially into California, and is contributing to the steady growth of the labour force, mainly among the relatively unskilled. It is also helping to sustain the pressure on housing facilities and the demand for many other goods and services.

The supply of certain types of labour is becoming too large in some areas. In spite of active demand for labour in most industries, unemployment has for the past two years been higher than in the country at large. Continued claims filed for unemployment compensation in the Twelfth District were about one-seventh of the total for the United States in October, about one-sixth in November, and nearly one-fifth in December. These ratios were consistently higher in 1947 than in the corresponding months of 1946. While there is no lack of job opportunities for well-qualified workers, state employment services find difficulty in placing unskilled workers, non-whites, and women.

International Automobile Exhibition to be Held in Turin

The 31st International Automobile Exhibition of Turin, Italy, which was interrupted during the war, will take place this year between September 15 and 26. The president of the Committee has extended through the Italian Legation a cordial invitation to all Canadians, and particularly to all automobile manufacturers.

World Food Shortages Provide Continuing Market for New Zealand Farm Goods

Demand for meat, butter, cheese and fruit will continue for some years—Efforts to have primary producers increase output have proved disappointing—Farming community influences government to purchase certain essential items from hard-currency areas.

By P. V McLane, Commercial Secretary for Canada

(Editor's Note—This is the first of two articles on economic conditions in New Zealand prepared for publication in *Foreign Trade*.)

WELLINGTON, May 10, 1948.—World food shortages provide New Zealand with a ready market for meat, butter, cheese and fruit for some years. Although primary producers have been urged to increase their output, particularly in the "Aid-to-Britain" campaign, results have been disappointing. Each group in the community feels that the other should start the process. The farming community, in particular, is unable to understand what advantage is to be gained by selling below world prices and paying high prices for the goods it requires. The Federated Farmers were able to convince the government recently that they must have tractors from North America, and that those manufactured in Great Britain were not suitable for all purposes.

In addition to tractors, the farmers have other requirements which can be satisfied only by purchases in hard-currency areas. Agitation to withhold supplies for shipment to hard-currency areas is gaining ground. A recent press report indicates that New Zealand may begin exporting farm produce next season direct to hard-currency areas in America and on the Continent in exchange for goods not available in the sterling area.

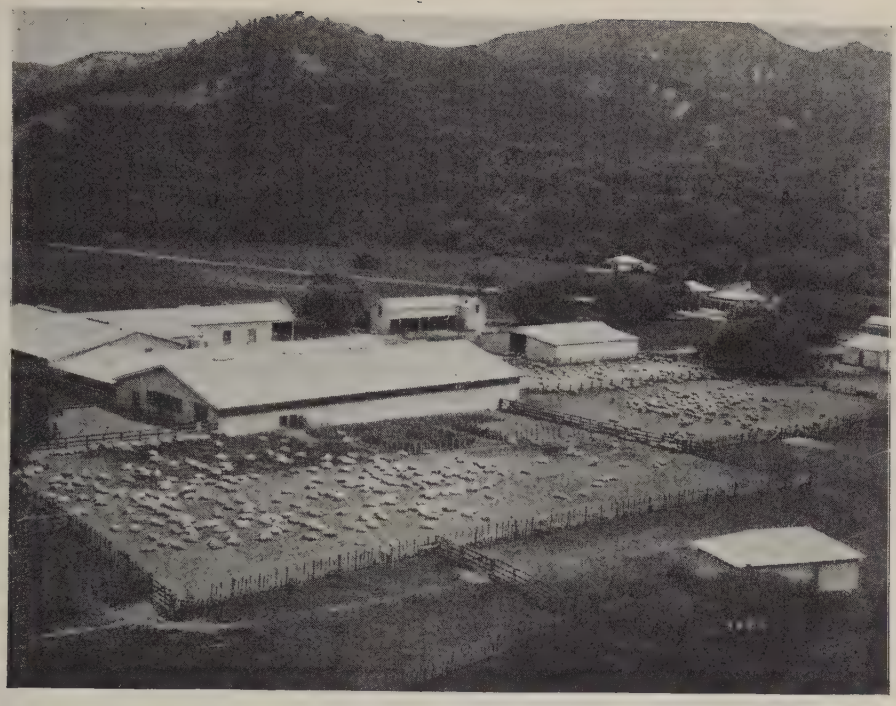
This movement has not gone unchallenged. The Deputy High Commissioner for the United Kingdom was reported as having said recently in Auckland: "If Britain were to crash, there could not fail to be a tidal wave which would inundate half the globe." He also indicated four ways New Zealand could help Britain in a serious economic crisis—produce more food; live within New Zealand's current income; increase the earnings of dollars without diverting from the British market meat, dairy produce and fats. New Zealanders could search their consciences to see whether they could do more to reduce imports from dollar countries.

Prominent Britishers Entreat New Zealand to Produce More

These sentiments are not new and not a day passes but some prominent Britisher entreats New Zealand to produce more for the motherland. Perhaps the plea is being overdone. In any case the question is raised as to whether New Zealand was too generous. Even the Minister of Finance has stated that New Zealand would have to be careful "lest Nemesis overtake us" and that there was danger of selling at cut rates and buying from Britain at rates which obtain today.

These points will no doubt be kept in mind when the bulk sale and purchase agreements, under which all New Zealand's butter, cheese and meat is sold to the United Kingdom, are reviewed in London in May.

The Minister of Marketing announced that the Government's genuine export policy calls for the sale to Britain of maximum quantities of New Zealand's exportable surplus. He added, however, that regard must be had for New Zealand's requirements of essential commodities and hard currency.



New Zealand—Sheep station at Hunderville, in the North Island. Stocks of New Zealand wool were reduced from 1,777,000 bales to 1,092,000 bales between August, 1945, and June, 1947.

Apparently a recent New Zealand shopping expedition overseas proved that certain short-supply essential goods were not available in Great Britain in sufficient quantities to meet urgent needs and, in some cases, were not available at all. It was suggested, therefore, that New Zealand seek the right to sell to or barter with those countries able to furnish her requirements and thus enable her to maintain farm output.

Increasing Use of Pine as Other Timber Production Declines

The falling off in production of native timber, of which rimu was one of the most important species, has been largely responsible for the boost given to *pinus insignus*. This is a fast-growing pine which did not become commercially important till 1930. In 1936 it received a great fillip when it began to be used extensively in the production of cheese crates and fruit cases. From 1930 to 1936 production of *pinus insignus* increased from 10,000,000 to 42,000,000 board feet a year.

Until 1939, *pinus insignus* was sawn principally from logs obtained from trees planted by farmers and local bodies for shelter. From 1941 onward, however, sawmills were established to cut pine forests planted by private companies and by the State. Though rimu is still sawn in greater quantities, it is estimated that by 1952 *pinus insignus* will be the principal species produced in New Zealand.

The abnormal demand for timber since the beginning of the war has enabled all the locally produced *pinus insignus* to be marketed without difficulty. However, present expansion in production will result in domestic demand being overtaken and the future healthy and economic development of milling will then depend on the establishment of an expanding export

market. Shipments have been made to Australia and the industry hopes to expand the market at the expense of countries now shipping softwoods there. It has been estimated that exports of the species can be built up from 10,000,000 feet this year to 45,000,000 feet by 1952.

Hydro-Electric Development Scheme Approved

The government at the beginning of the year approved the hydro-electric development of Otago's Clutha River at Roxburgh. The scheme is estimated to cost £8,500,000 for initial development, while final development to full capacity is expected to bring the total up to £11,250,000. The initial development is expected to be completed by 1954. The first stage will be the installation of three turbines and generators at Roxburgh Gorge, each developing 60,000 brake horse-power and producing 40,000 kilowatts. The power-house, however, will be built to take eight generator sets producing nearly 500,000 horse-power.

Tenders have been called for the plant, which will cost about £1,500,000. Because of the dollar shortage the whole of the plant will probably come from the United Kingdom.

Because of the lack of rain in the North Island, the level at Lake Taupo was 4½ feet below full and one foot only above the record low level of July, 1947. The Minister in charge of the State Hydro-Electric Department therefore decided on March 30 that an immediate cut in power consumption in the North Island was called for. Distribution authorities had been asked to reduce their consumption by 15 per cent below their basic allocation. Previously, voluntary saving had been called for but it had not reduced consumption to any extent. Rain in the South Island postponed temporarily the need for rationing there.

Outright cuts will operate when all power is cut off for definite hours, particularly over the weekends. The hours when domestic water heaters may be used will no doubt also be reduced.

Stocks of Wool Reduced

A report recently made by the Chairman of the New Zealand Wool Disposal Commission showed that stocks of New Zealand wool were reduced from 1,777,000 bales to 1,092,000 bales between August, 1945, when the Joint Organizations began operations, and June, 1947. This represents a reduction of 38½ per cent and equals the position estimated to be reached for New Zealand wool in 1950.

Joint Organization stocks of New Zealand's most critical types, namely greasy 46/50, were reduced during the 1946-47 season by 9 per cent from 850,000 bales to 780,000 bales. Continuation of sales of these stocks at that rate, involving, in terms of the marketing plan, some exchange of new for old stocks, would dispose of the remaining stocks in about 11 years. The extent of demand during the 1947-48 season up to January last has exceeded expectations. At the end of June, 1947, total stocks of Joint Organization wool were down to about 4,500,000 bales, or less than half of the original stock of 10,500,000 bales. Sales in 1945-46 were roughly 8,900,000 bales, equivalent to two years' production, and in 1946-47 sales amounted to the current clip of 4,600,000 bales, plus 1,400,000 bales out of the Joint Organization stock.

Consumption of New Zealand's wool in 1946-47 is estimated to have been at 33⅓ per cent above prewar, and at the end of that season the trade is calculated to be holding about nine months' stocks, compared with the normal holding prewar of about six months' stocks.

Factors contributing to this favourable position are: (1) Extremely rapid recovery of wool manufacturing activity in several Continental

countries; (2) Maintenance of high level of consumption in the United States of America combined with a reduction of 30 per cent in the U.S. domestic clip since 1942, with the result that U.S. consumption of New Zealand's wool in 1945-46 was more than 500,000,000 pounds, almost ten times prewar level; (3) Decline in size of current clips in Australia and South Africa due to drought, and (4) Abnormal shipping and internal transport conditions, resulting in need on part of trade to carry larger stocks to ensure availability.

Wool prices have not only been well maintained at the auctions, but have reached record figures. Loans by the New Zealand Government to Continental buyers, and subsidies to the domestic mills, have enabled these buyers to push the bidding effectively. As a result, other foreign buyers have not purchased as extensively as they might have if these artificial factors had not been present.

Meat Producers' Board to Handle Bulk Purchases

An agreement has been concluded between the New Zealand Government and the New Zealand Meat Producers' Board whereby the Board will assume responsibility for the handling of meat for export within the terms of the bulk purchase controls with the United Kingdom Government. The bulk purchase contracts will remain in the hands of the Government but as in the past, producer representation will be associated with the Government in the discussions on terms held annually in London.

The Meat Pool Account and the Meat Industry Stabilization Accounts will also remain as Marketing Accounts at the Reserve Bank. The moneys in these accounts will be held for the benefit of producers and no payments will be made from the accounts without the consent of the Board.

The new arrangements mean that the Meat Board will be responsible for arranging payment for all meat purchased for export from the freezing companies or operators and will also be responsible for the shipment and physical handling of all meat for export.

The Meat Producers consider the arrangement a good one, as it is important that their own organization should, during the balance of the bulk purchase control period, be closely identified with the marketing of New Zealand's exportable surplus meat.

Reforestation in Belgian Congo Considered

Leopoldville, May 26, 1948.—(FTS)—One of the postwar projects to which the Belgian Congo has given close attention is reforestation. At first glance it may seem unnecessary to plant trees in what is generally thought of as the jungles of Central Africa. While it is true that the dense equatorial forest covers a large part of the Colony, there are other parts sparsely covered with trees. Even where they are relatively plentiful, once they are cut down the hot tropical sun has an adverse effect on the soil which prevents or retards new growth.

It is, therefore, with a view to increasing the timber resources of the Colony and at the same time to regenerate the soil for plantation and agricultural use that a thorough survey is being made. The work is nearly finished and, in fact, the first plantings have already been made in certain districts, particularly in the lower Congo area. Private enterprises are also taking action along the same lines to safeguard the value of their properties.

On April 14, 1948, a new government regulation established a control over the quality and condition of Congo timbers, whether in logs, squared or sawn, when sold for export. The purpose of this legislation is to establish a reputation for Congo wood, based on a government certificate of quality.

Trade and Tariff Regulations

British Guiana Announces Quotas for Cotton Piece-goods

Port of Spain, June 24, 1948.—(FTS)—In a notice issued by the Controller of Supplies and Prices, British Guiana, on June 22, 1948, importers were notified that quotas for the second half of 1948 had been established for the importation of cotton piece-goods from hard-currency sources. The quotas represent 50 per cent of the quantities which were granted for the first half year.

Government of India Will Not Revalidate Import Licences

New Delhi, June 9, 1948.—(FTS)—Revalidation of import licences will not be considered by the Government of India. Such licences expire after six or twelve months, as the case may be, from the date of their issue. Applications for new licences will have to be submitted, therefore, according to a ruling announced today by the Ministry of Commerce.

As an exception to this general rule, the six-month licences issued during the shipping period July-December, 1947, for goods listed in an appendix to the notice will be automatically valid for one year from the date of their issue. This list is the same as indicated in the Appendix to Public Notice dated November 25, 1947 (See *Foreign Trade,* December 20, 1947, page 1210).

Shipments made within 15 days of the date of the expiry of a licence are usually allowed to be cleared, as a matter of grace, under the licences. This concession will be allowed in respect of licences expiring on June 30, 1948.

The regulations in the present notice do not apply to licences for goods in Parts I and VI of the Import Trade Control Schedule (i.e., metals, semi-manufactures of metals, and machine tools). Nor do they apply to licences issued under the procedure for capital goods and heavy electrical plant.

New Zealand Curtails Import Licences

Wellington, June 15, 1948.—(FTS)—New Zealand will issue import licences for the remainder of this year only to those firms manufacturing essentials, and to those which require essential imports to maintain the economy of this country. It was estimated that licences to the value of £95 million would be issued by the Government, though the latest figures available indicate that licences to the value of £109 million had been issued this year, and that it would be necessary to issue more licences for the reasons set forth above. This will necessitate a further reduction by New Zealand in her reserves in overseas funds which, at the end of May, were about £78 million.

For these reasons, no more licences will be issued in 1948 for non-essential goods and for motor cars. Additional licences, however, might be issued for motor trucks should these be considered essential.

In reviewing the import licence situation, the Minister of Finance stated that in 1947 the Government issued £160 million worth of import licences, but that actual imports, including those made by the Government, amounted only to £128¾ million. This was 53 per cent above 1946 and three times as much as the 1938 total. However, imports by volume were only 15 per cent more than in 1938.

Biscuit Requirements for South Africa

Exporters to South Africa of biscuits and rusks are reminded that specific regulations, effective January 1, 1947, apply to the importation of such products. Under the Weights and Measures Act of 1922, biscuits and rusks must be sold by weight and in accordance with the scale of net weight quantities: 1 oz., 2 oz., 4 oz., 8 oz., 1 lb., 2 lb., 3 lb. and thereafter in multiples of one-quarter pounds. Packings between the stated weights up to and including 3 lb. are prohibited. Above 3 lb., net weight quantities in multiples of one-quarter pound may be packed.

The regulations also require all containers to be marked with their net weight. The weight-statements must appear without any qualifications, such as "Not less than . . ."; "Approximate"; "Nominal"; "When packed"; etc. They must be:

(*a*) in a prominent position in proximity to the name or description of the contents

(*b*) clearly stamped, embossed or printed in bold capital letters not less than half the size of the letters used to describe the article

(*c*) in a colour in distinct contrast to the background in all instances, except where the weight is embossed on the containers

(*d*) in terms of the largest denomination of weight contained therein, and in addition, where necessary, in terms of the next following smaller denominations. Weight-statements should therefore read e.g. "Net Weight 1-lb." and not "Net Weight 16-ozs.".

The stated net weight must actually be contained in the package, and both deficiencies and excesses are illegal in terms of the Weights and Measures Act. It is, however, recognized that minor variations are unavoidable, and the South African Assize Division has at all times exercised due discretion in this regard.

Export Permits Freely Granted for Soap to Newfoundland

Effective July 1, 1948, export permits covering all types of soap for Newfoundland will be approved on an unrestricted basis. Exporters will no longer be required to support their applications with certificates of essentiality.

Fibres and Textiles Removed from Export Control

Fibres, textiles and textile products, with the undernoted exceptions, have been removed from export control, effective June 29, 1948, due to the current favourable supply position. The exceptions, listed in Group 3 of the Export Permit Regulations, are: Jute burlaps and bags and jute manufactures, n.o.p., except used jute bags.

Export Permits Not Required for Certain Ship or Aircraft Stores

Following a review of the question of ship and plane stores with the Wartime Prices and Trade Board, the Export Permit Branch advises that, effective on and after June 28, 1948, export permits will not be required for lard, butter, rice, corn syrup and other syrups, when exported from Canada as ship or aircraft stores.

Trade Commissioners on Tour

CANADIAN Trade Commissioners return periodically from their posts in foreign lands to familiarize themselves with conditions in this country and the special requirements of the commercial community. They are in a position to furnish information concerning markets in their respective territories and possible sources of supply. Exporters and importers are urged to communicate with these officers, when in their vicinity, and to discuss the promotion of their particular commercial interests, now and in the future. Arrangements for interviews with these trade commissioners should be made directly through the following trade associations in the areas concerned:

Ottawa—Foreign Trade Service, Department of Trade and Commerce

Brantford—Board of Trade.
Calgary—Board of Trade.
Charlottetown—Board of Trade.
Edmonton—Canadian Manufacturers' Association.
Fredericton—Chamber of Commerce.
Guelph—Board of Trade.
Halifax—Board of Trade.
Hamilton—Chamber of Commerce.
Kitchener—Chamber of Commerce.
London—Chamber of Commerce.
Montreal—Montreal Board of Trade.
Pembroke—Chamber of Commerce.
Quebec City—Board of Trade.
Regina—Chamber of Commerce.
Renfrew—Board of Trade.
Saint John—Board of Trade.
Sarnia—Chamber of Commerce.
St. Catharines—Chamber of Commerce.
Toronto—Canadian Manufacturers' Association.
Vancouver—H. W. Brighton, Department of Trade and Commerce, 355 Burrard Street.
Welland—Board of Trade.
Windsor—Chamber of Commerce.
Winnipeg—Canadian Manufacturers' Association.

R. G. C. Smith, Commercial Secretary for Canada in Havana for the past two years, is touring those sections of this country that are principally concerned in exports to the southern market. On completion of his tour, he will sail for Rome to which he has been posted as Commercial Secretary for Canada.

Saint John—August 24-26.
Halifax—August 27-September 2.
Charlottetown—September 3-4.
Penticton—September 13-14.
Vancouver—September 16-21.

M. B. Palmer, Canadian Trade Commissioner in Kingston, Jamaica, has returned to this country on tour, which commenced in Montreal on June 14, 1948. He will discuss with interested businessmen factors affecting trade relations between this country and Jamaica.

Ottawa—July 9-10.
Toronto—July 12-22.
Welland, St. Catharines—July 23.
Hamilton—July 26-27.
Brantford, Paris—July 28.
Windsor, Walkerville—July 29-30.
Sarnia—July 31.
London—August 3.
Guelph—August 4.
Kitchener—August 5.
Winnipeg—August 9.
Calgary—August 12.

J. C. Britton, Commercial Secretary for Canada in St. John's, Newfoundland, for the last five years, commenced in Halifax on May 22 a tour of Eastern Canada, during which he will discuss with businessmen the development of trade between this country and Newfoundland.

Ottawa—July 12.
Carleton Place, Arnprior—July 13.
Renfrew, Pembroke—July 14.

Ocean-Going Sailing Schedules

Information contained in the following list of sailings, such as destination, port of departure, loading date, name of ship and operator, is furnished by steamship companies and agents concerned. This is the latest available and subject to change after *Foreign Trade* has gone to press, particularly as this relates to the loading date and name of vessel.

The loading date and name of ship are not indicated in some instances, due to the fact that on certain routes information available is not sufficiently definite to mention the steamer that will be placed on a berth for the destination shown. The name of the probable operator is given, however, and exporters should seek further particulars from the operator or agent indicated.

Departures from Montreal

*Calls at Halifax about four days later.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Aden—			
Port Aden	July 8–14	*Maron*	Cunard Donaldson
Port Aden	July 29–Aug. 2	*Rempang*	Cunard Donaldson
Port Aden	August 24–28	*Melampus*	Cunard Donaldson
Africa-East—			
Lourenço Marques	July 14–25	*New Texas*	Elder Dempster
Lourenço Marques	July 26–Aug. 5	*Fantee*	Elder Dempster
Lourenço Marques	July 26–28	*Colchester County*	March Shipping
Lourenço Marques	August 7–17	*Calumet*	Elder Dempster
Lourenço Marques	August 18–29	*Cabano*	Elder Dempster
Lourenço Marques	August 18–19	*Vancouver County*	March Shipping
Lourenço Marques	August 20	*Norden*	Kerr Steamships
Lourenço Marques	September 1–11	*Cargill*	Elder Dempster
Lourenço Marques	September 20	*Thorshall*	Kerr Steamships
Beira	July 14–25	*New Texas*	Elder Dempster
Beira	August 19–29	*Cabano*	Elder Dempster
Lourenço Marques, Mombasa	August 20	*Norden*	Kerr Steamships
	September 20	*Thorshall*	Kerr Steamships
Africa-South—	July 14–25	*New Texas*	Elder Dempster
	July 26–Aug. 5	*Fantee*	Elder Dempster
Cape Town	July 26–28	*Colchester County*	March Shipping
Port Elizabeth	August 7–17	*Calumet*	Elder Dempster
East London	August 19–29	*Cabano*	Elder Dempster
Durban	August 18–19	*Vancouver County*	March Shipping
	August 20	*Norden*	Kerr Steamships
	September 1–11	*Cargill*	Elder Dempster
	September 20	*Thorshall*	Kerr Steamships
Argentina—			
Buenos Aires	July 10–15	*Brazilian Prince*	Furness Withy
Buenos Aires	July 21–22	*Mormacmar*	Montreal Shipping
Buenos Aires	August 7–11	*English Prince*	Furness Withy
Buenos Aires	August 12–17	*Royal Prince*	Furness Withy

Departures from Montreal—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Australia—			
Brisbane, Sydney, Newcastle, Geelong, Melbourne, Adelaide	Late August	*Port Caroline*	Montreal Australia New Zealand Line
Brisbane, Sydney, Geelong, Melbourne, Adelaide	July 28–Aug. 4	*Paparoa*	Montreal Australia New Zealand Line
Belgian Congo—			
Matadi	July 26–28	*Colchester County*	March Shipping
Belgium—			
Antwerp	July 14–18	*Westralia*	Montreal Shipping
Antwerp	July 15	*Prins Frederik Hendrik*	Shipping Limited
Antwerp	July 23	*Hedel*	Shipping Limited
Antwerp	July 27–Aug. 2	*Domfront*	Furness Withy
Antwerp	July 27	*Hada County*	Canada Steamships
Antwerp	July 29	*Grey County*	Canada Steamships
Antwerp	August 1–5	*Ida Bakke*(r)	Montreal Shipping
Antwerp	August 6–14	*Sein*	Furness Withy
Antwerp	August 7–14	*Beckenham*	Cunard Donaldson
Antwerp	August 16	*Brant County*	Canada Steamships
Brazil—			
Rio de Janeiro	July 10–15	*Brazilian Prince*	Furness Withy
Rio de Janeiro	July 21–22	*Mormacmar*	Montreal Shipping
Santos	August 7–11	*English Prince*	Furness Withy
Santos	August 12–17	*Royal Prince*	Furness Withy
British Honduras—			
Belize	August 2–6	*Fort Panmure*	Saguenay Terminals
Canal Zone—			
Cristobal	August 2–6	*Fort Panmure*	Saguenay Terminals
Ceylon—			
Colombo	July 15–20	*City of Lille*	McLean Kennedy
Colombo	July 25–30	*Gulfside*	March Shipping
Colombo	July 28–Aug. 2	*Rempang*	Cunard Donaldson
Colombo	August 1–5	*Martha Kleppe*	McLean Kennedy
Colombo	August 15–20	*City of Agra*	McLean Kennedy
Colombo	September 1–5	*City of Chelmsford*	McLean Kennedy
China—			
Shanghai	July 20–25	*Oceanside*	March Shipping
Shanghai	August 5–10	*City of Poona*	McLean Kennedy
Shanghai	August 15–20	*Ajax*	Cunard Donaldson
Colombia—			
Barranquilla	July 12–13	*Brush*	Swedish American
Barranquilla	July 21–27	*Apollo* (r)	Saguenay Terminals
Barranquilla	August 9–12	*Benny* (r)	Saguenay Terminals
Barranquilla	September 2–5	*Shakespeare Park*	Saguenay Terminals
Cuba—			
Havana, Santiago	July 20–25	*Sparrcholm*	Swedish American
Denmark—			
Copenhagen	July 29–30	*Polycrest*	Swedish American
Copenhagen	July 27–28	*Erland*	Swedish American
Dominican Republic—			
Ciudad Trujillo	August 2–6	*Fort Panmure*	Saguenay Terminals
Ciudad Trujillo	September 2–5	*Shakespeare Park*	Saguenay Terminals
Eire—			
Dublin	July 9–13	*Torr Head*	McLean Kennedy
Dublin	July 29–Aug. 2	*Inishowen Head*	McLean Kennedy
Dublin	August 18–22	*Lord O'Neill*	McLean Kennedy

Departures from Montreal—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Egypt—			
Alexandria	July 8–14	*Maron*	Cunard Donaldson
Port Said	July 29–Aug. 2	*Rempang*	Cunard Donaldson
Suez	August 24–28	*Melampus*	Cunard Donaldson
Alexandria	July 25	*City of Lille*	McLean Kennedy
Port Sudan			
Finland—			
Helsinki	July 29–30	*Polycrest*	Swedish American
Helsinki	July 27–28	*Erland*	Swedish American
France—			
Le Havre	July 27	*Hada County*	Canada Steamships
Le Havre	July 27–Aug. 2	*Domfront*	Furness Withy
Le Havre	July 29	*Grey County*	Canada Steamships
Le Havre	August 6–14	*Sein*	Furness Withy
Le Havre	August 16	*Brant County*	Canada Steamships
Marseilles	July 10–16	*Capo Vita*	Furness Withy
Marseilles	August 10–16	*Capo Arma*	Furness Withy
Germany—			
Hamburg	July 14–18	*Westralia*	Montreal Shipping
Hamburg	August 1–5	*Ida Bakke* (r)	Montreal Shipping
Hamburg	August 7–14	*Beckenham*	Cunard Donaldson
Gibraltar	August 24–31	*Mont Gaspe*	Montreal Shipping
Greece—			
Piraeus	July 19–27	*Mont Alta*	Montreal Shipping
Guatemala—			
Puerto Barrios	August 2–6	*Fort Panmure*	Saguenay Terminals
Haiti—			
Port au Prince	August 2–6	*Fort Panmure*	Saguenay Terminals
Port au Prince	September 2–5	*Shakespeare Park*	Saguenay Terminals
Hong Kong	July 25–30	*Oceanside*	March Shipping
	August 5–10	*City of Poona*	McLean Kennedy
	August 15–20	*Ajax*	Cunard Donaldson
India and Pakistan—			
Karachi	July 25–30	*Gulfside*	March Shipping
Bombay	August 1–5	*Martha Kleppe*	McLean Kennedy
Madras	August 15–20	*City of Agra*	McLean Kennedy
Calcutta	September 1–5	*City of Chelmsford*	McLean Kennedy
Karachi	July 15–20	*City of Lille*	McLean Kennedy
Bombay			
Madras			
Italy—			
Naples	July 19–27	*Mont Alta*	Montreal Shipping
Genoa	August 24–31	*Mont Gaspe*	Montreal Shipping
West Coast Ports	July 10–16	*Capo Vita*	Furness Withy
	August 10–16	*Capo Arma*	Furness Withy
Malaya—			
Penang	July 8–14	*Maron*	Cunard Donaldson
Port Swettenham	July 29–Aug. 2	*Rempang*	Cunard Donaldson
	August 24–28	*Melampus*	Cunard Donaldson
Mediterranean—			
Central and	July 19–27	*Mont Alta*	Montreal Shipping
Western	August 24–31	*Mont Gaspe*	Montreal Shipping
Mexico—			
Veracruz	July 12–13	*Brush*	Swedish American
Veracruz	July 20–25	*Sparreholm*	Swedish American
Veracruz	July 23–26	*Federal Pioneer*	McLean Kennedy

Departures from Montreal—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Netherlands—			
Amsterdam	July 14–18	*Westralia*	Montreal Shipping
	July 15	*Prins Frederik Hendrik*	Shipping Limited
	July 23	*Hedel*	Shipping Limited
Rotterdam	August 1–5	*Ida Bakke* (r)	Montreal Shipping
	August 7–14	*Beckenham*	Cunard Donaldson
Rotterdam	July 27	*Hada County*	Canada Steamships
Rotterdam	July 29	*Grey County*	Canada Steamships
Rotterdam	August 16	*Brant County*	Canada Steamships
Netherlands East Indies—			
Batavia, Soerabaya	July 8–14	*Maron*	Cunard Donaldson
Samarang	July 29–Aug. 2	*Rempang*	Cunard Donaldson
Cheribon	August 24–28	*Melampus*	Cunard Donaldson
Netherlands West Indies—			
Curaçao	July 12–13	*Brush*	Swedish American
Curaçao	July 21–27	*Apollo* (r)	Saguenay Terminals
Curaçao	August 9–12	*Benny* (r)	Saguenay Terminals
Newfoundland—			
St. John's	July 10–13	*Wellington Kent*	Furness Withy
St. John's	July 13–15	*Atlantic Charter*	Montreal Shipping
St. John's	July 16–20	*Blue Seal*	Montreal Shipping
St. John's	July 24–25	*Atlantic Charter*	Montreal Shipping
St. John's	July 24–27	*Wellington Kent*	Furness Withy
St. John's	August 7–10	*Wellington Kent*	Furness Withy
Corner Brook	July 12	*Gulfport*	Clarke Steamships
Corner Brook	July 29	*Gulfport*	Clarke Steamships
New Zealand—			
Auckland, Wellington	July 5–12	*Port Jackson*	Montreal Australia New Zealand Line
Lyttelton, Dunedin	Late August	*Port Phillips*	Montreal Australia New Zealand Line
Northern Ireland—			
Belfast	July 18–22	*Fanad Head*	McLean Kennedy
Belfast	August 10–14	*Torr Head*	McLean Kennedy
Norway—			
Oslo, Kristiansand, Stavanger, Bergen	July 27–28	*Erland*	Swedish American
	July 29–30	*Polycrest*	Swedish American
Philippines—			
Manila	August 5–10	*City of Poona*	McLean Kennedy
Manila	August 15–20	*Ajax*	Cunard Donaldson
Poland—			
Gdansk	July 27–28	*Erland*	Swedish American
Gdansk	July 29–30	*Polycrest*	Swedish American
Gdynia	July 14–18	*Westralia*	Montreal Shipping
Portugal—			
Lisbon	July 19–27	*Mont Alta*	Montreal Shipping
Lisbon	August 24–31	*Mont Gaspe*	Montreal Shipping
St. Pierre et Miquelon	July 10–13	*Wellington Kent*	Furness Withy
	July 13–15	*Atlantic Charter*	Montreal Shipping
	July 24–25	*Atlantic Charter*	Montreal Shipping
	July 24–27	*Wellington Kent*	Furness Withy
	August 7–10	*Wellington Kent*	Furness Withy
Singapore	July 8–14	*Maron*	Cunard Donaldson
	July 25–30	*Oceanside*	March Shipping
	July 29–Aug. 2	*Rempang*	Cunard Donaldson

Departures from Montreal—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
Sweden—			
Gothenburg	July 27–28	*Erland*	Swedish American
Malmo	July 27–28	*Erland*	Swedish American
Norrkoping	July 28–30	*Polycrest*	Swedish American
Stockholm	July 28–30	*Polycrest*	Swedish American
United Kingdom—			
Avonmouth	July 10–15	*Norwegian*	Cunard Donaldson
Avonmouth	July 17–22	*Dorelian* (r)	Cunard Donaldson
Avonmouth	July 24–30	*Bristol City*	Furness Withy
Glasgow	July 8–16	*Laurentia*	Cunard Donaldson
Glasgow	July 26–Aug. 3	*Salacia* (r)	Cunard Donaldson
Hull	July 15–19	*Consuelo* (r)	McLean Kennedy
Hull	August 4–8	*Marengo* (r)	McLean Kennedy
Leith	July 17–20	*Cairnvalona*	Furness Withy
Liverpool	July 11–14	*Ascania* (r)	Cunard Donaldson
Liverpool	July 11–18	*Beaverford*	Canadian Pacific
Liverpool	July 18–23	*Empress of Canada* (r)	Canadian Pacific
Liverpool	July 18–22	*Fanad Head*	McLean Kennedy
Liverpool	July 20–25	*Kaipaki*	Cunard Donaldson
Liverpool	July 27	*Beaverburn*	Canadian Pacific
Liverpool	July 29–Aug. 2	*Inishowen Head*	McLean Kennedy
Liverpool	August 10–14	*Torr Head*	McLean Kennedy
Liverpool	August 18–22	*Lord O'Neill*	McLean Kennedy
London	July 15–21	*Beaverglen* (r)	Canadian Pacific
London	July 26–Aug. 2	*Asia* (r)	Cunard Donaldson
London	July 30	*Beaverlake* (r)	Canadian Pacific
London	August 9	*Beavercove* (r)	Canadian Pacific
Manchester	July 14–17	*Manchester Shipper* (r)	Furness Withy
Manchester	July 21–24	*Manchester City* (r)	Furness Withy
Manchester	July 28–31	*Manchester Regiment* (r)	Furness Withy
Manchester	August 4–7	*Manchester Progress* (r)	Furness Withy
Newcastle	July 17–20	*Cairnvalona*	Furness Withy
Newport	July 24–30	*Bristol City*	Furness Withy
Swansea	July 24–30	*Bristol City*	Furness Withy
Uruguay—			
Montevideo	July 10–15	*Brazilian Prince*	Furness Withy
Montevideo	July 21–22	*Mormacmar*	Montreal Shipping
Montevideo	August 7–11	*English Prince*	Furness Withy
Montevideo	August 12–17	*Royal Prince*	Furness Withy
Venezuela—			
La Guaira	July 21–27	*Apollo* (r)	Saguenay Terminals
Maracaibo	August 9–12	*Benny* (r)	Saguenay Terminals
La Guaira	July 12–13	*Brush*	Swedish American
Puerto Cabello	September 12–13	*Shakespeare Park*	Saguenay Terminals
West Indies—			
Bermuda	July 6–15	**Alcoa Pegasus*	Alcoa Steamships
	July 7–15	*Canadian Cruiser* (r)	Canadian National
	July 20–29	**A Ship*	Alcoa Steamships
	July 21–29	*Canadian Challenger* (r)	Canadian National
	August 3–12	**Alcoa Pennant* (r)	Alcoa Steamships
	August 10–17	**Canadian Constructor* (r)	Canadian National
	Aug. 27–Sept. 3	*Canadian Cruiser* (r)	Canadian National
Antigua	July 6–15	**Alcoa Pegasus*	Alcoa Steamships
Barbados	July 7–15	*Canadian Cruiser* (r)	Canadian National
Grenada	July 20–29	**A Ship*	Alcoa Steamships
St. Kitts	July 21–29	*Canadian Challenger* (r)	Canadian National
St. Lucia	August 3–12	**Alcoa Pennant* (r)	Alcoa Steamships
St. Vincent	August 10–17	**Canadian Constructor* (r)	Canadian National
Trinidad	Aug. 27–Sept. 3	*Canadian Cruiser* (r)	Canadian National

Departures from Montreal—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
West Indies—Con.	July 6–15	**Alcoa Pegasus*	Alcoa Steamships
	July 7–15	*Canadian Cruiser* (r)	Canadian National
	July 20–29	**A Ship*	Alcoa Steamships
Dominica	July 21–29	*Canadian Challenger* (r)	Canadian National
Montserrat	August 3–12	**Alcoa Pennant* (r)	Alcoa Steamships
	August 10–17	**Canadian Constructor* (r)	Canadian National
	Aug. 27–Sept. 3	*Canadian Cruiser* (r)	Canadian National
Jamaica	July 20–25	*Sparreholm*	Swedish American
	July 14	*Canadian Conqueror*	Canadian National
	July 24	*Canadian Highlander*	Canadian National
Bahamas	July 31	*Canadian Observer*	Canadian National
Jamaica	August 10	*Canadian Victor*	Canadian National
	August 18	*Canadian Leader*	Canadian National
	August 24	*Canadian Conqueror*	Canadian National
	July 6–15	**Alcoa Pegasus*	Alcoa Steamships
	July 7–15	*Canadian Cruiser* (r)	Canadian National
	July 20–29	**A Ship*	Alcoa Steamships
British Guiana	July 21–29	*Canadian Challenger* (r)	Canadian National
	August 3–12	**Alcoa Pennant* (r)	Alcoa Steamships
	August 10–17	**Canadian Constructor* (r)	Canadian National
	Aug. 27–Sept. 3	*Canadian Cruiser* (r)	Canadian National

Departures from Quebec

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Argentina—			
Buenos Aires	July 21–22	*Brazilian Prince*	Furness Withy
Buenos Aires	August 11–12	*Royal Prince*	Furness Withy
Brazil—			
Rio de Janeiro	July 21–22	*Brazilian Prince*	Furness Withy
Santos	August 11–12	*Royal Prince*	Furness Withy
Colombia—			
Barranquilla	July 28–29	*Apollo* (r)	Saguenay Terminals
Barranquilla	August 7–8	*Benny* (r)	Saguenay Terminals
Barranquilla	September 6–7	*Shakespeare Park*	Saguenay Terminals
Dominican Republic—			
Ciudad Trujillo	September 6–7	*Shakespeare Park*	Saguenay Terminals
Haiti—			
Port au Prince	September 6–7	*Shakespeare Park*	Saguenay Terminals
Netherlands—			
Amsterdam	July 16–18	*Kota Inten*	Furness Withy
Rotterdam	July 31–Aug. 1	*Tabinta*	Furness Withy
Netherlands West Indies—			
Curaçao	July 28–29	*Apollo* (r)	Saguenay Terminals
Curaçao	August 7–8	*Benny* (r)	Saguenay Terminals
Uruguay—			
Montevideo	July 21–22	*Brazilian Prince*	Furness Withy
Montevideo	August 11–12	*Royal Prince*	Furness Withy
Venezuela—			
La Guaira	July 28–29	*Apollo* (r)	Saguenay Terminals
Puerto Cabello	September 6–7	*Shakespeare Park*	Saguenay Terminals
La Guaira	July 28–29	*Apollo* (r)	Saguenay Terminals
Maracaibo	August 7–8	*Benny* (r)	Saguenay Terminals

Departures from Halifax

*Sails from Saint John about three days earlier.
(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Cuba—			
Santiago	July 12–15	**Lake Traverse*	Pickford and Black
Santiago	August 8–10	*Dufferin Bell*	Pickford and Black
Iceland—			
Reykjavik	July 13–15	*Trollafoss*	F. K. Warren
Newfoundland—			
St. John's	July 12–14	*Mary Sweeney*	Newfoundland Canada
St. John's	July 14–15	*Atlantic Charter*	Montreal Shipping
St. John's	July 16–19	*Fort Amherst*	Furness Withy
St. John's	July 21–24	*Nova Scotia*	Furness Withy
St. John's	July 23–26	*Fort Townshend*	Furness Withy
St. John's	July 24–25	*Atlantic Charter*	Montreal Shipping
St. John's	July 26–28	*Mary Sweeney*	Newfoundland Canada
St. John's	August 3–6	*Newfoundland*	Furness Withy
St. John's	August 21–24	*Nova Scotia*	Furness Withy
St. Pierre et Miquelon	July 14–15	*Atlantic Charter*	Montreal Shipping
	July 24–25	*Atlantic Charter*	Montreal Shipping
United Kingdom—			
Liverpool	July 21–27	*Nova Scotia*	Furness Withy
Liverpool	August 3–6	*Newfoundland*	Furness Withy
Liverpool	August 21–24	*Nova Scotia*	Furness Withy
Southampton	July 15	*Aquitania*	Cunard Donaldson
Southampton	August 6	*Aquitnaia*	Cunard Donaldson
Southampton	August 27	*Aquitania*	Cunard Donaldson
West Indies— Bermuda	July 8–16	**Lady Nelson* (r)	Canadian National
	July 16–27	**Lady Rodney* (r)	Canadian National
	July 23–26	*Fort Amherst*	Furness Withy
	July 29–Aug. 2	*Fort Townshend*	Furness Withy
	August 22–31	**Lady Nelson* (r)	Canadian National
	September 4–12	**Lady Rodney* (r)	Canadian National
Jamaica	July 12–15	**Lake Traverse*	Pickford and Black
	August 8–10	*Dufferin Bell*	Pickford and Black
Antigua, Barbados, Grenada, St. Kitts, St. Lucia, St. Vincent, Trinidad	July 8–16	**Lady Nelson* (r)	Canadian National
	July 16–27	**Lady Rodney* (r)	Canadian National
	August 22–31	**Lady Nelson* (r)	Canadian National
	September 4–12	**Lady Rodney* (r)	Canadian National
Dominica, Montserrat	July 8–16	**Lady Nelson* (r)	Canadian National
	July 16–27	**Lady Rodney* (r)	Canadian National
	August 22–31	**Lady Nelson* (r)	Canadian National
	September 4–12	**Lady Rodney* (r)	Canadian National
British Guiana	July 8–16	**Lady Nelson* (r)	Canadian National
	July 16–27	**Lady Rodney* (r)	Canadian National
	August 22–31	**Lady Nelson* (r)	Canadian National
	September 4–12	**Lady Rodney* (r)	Canadian National

Departures from Saint John

Destination	Loading Date	Vessel	Operator or Agent
British Honduras— Belize	August 11–12	*Fort Panmure*	Saguenay Terminals
Canal Zone— Cristobal	August 11–12	*Fort Panmure*	Saguenay Terminals
Colombia— Barranquilla	September 12–13	*Shakespeare Park*	Saguenay Terminals

Departures from Saint John—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
Dominican Republic—			
Ciudad Trujillo	August 11–12	*Fort Panmure*	Saguenay Terminals
Ciudad Trujillo	September 12–13	*Shakespeare Park*	Saguenay Terminals
Guatemala—			
Puerto Barrios	August 11–12	*Fort Panmure*	Saguenay Terminals
Haiti—			
Port au Prince	August 11–12	*Fort Panmure*	Saguenay Terminals
Port au Prince	September 12–13	*Shakespeare Park*	Saguenay Terminals
United Kingdom—			
Liverpool Manchester	July 26–30	*Stuart Prince*	Furness Withy
Venezuela—			
La Guaira Puerto Cabello	September 12–13	*Shakespeare Park*	Saguenay Terminals

Departures from Vancouver

Ships listed under "Departures from Vancouver" may possibly be loading in addition at New Westminster. Exporters should communicate with agents in Vancouver to obtain information concerning loading dates, berths, available cargo space and rates.

(r) Indicates refrigerated cargo space.

Destination	Loading Date	Vessel	Operator or Agent
Africa-East—			
Lourenço Marques	July 19	*Silverwalnut* (r)	Dingwall Cotts
Beira	August 11 September	*Overijsel* *Silversandal*	Dingwall Cotts Dingwall Cotts
Africa-South—			
Cape Town Port Elizabeth	July 19	*Silverwalnut* (r)	Dingwall Cotts
East London Durban	August 11 September	*Overijsel* *Silverwalnut*	Dingwall Cotts Dingwall Cotts
Argentina—			
Buenos Aires	July 31	*Siranger*	Empire Shipping
Buenos Aires	August 25	*Hindanger*	Empire Shipping
Australia—			
Sydney	July 20	*Helmspey*	Canadian Australasian
Sydney Melbourne Adelaide	July 14–16 Early August	*Nimbus* (r) *Wangaratta*	Empire Shipping Empire Shipping
Belgium—			
Antwerp	August 2	*Paraguay* (r)	Gardner Johnson
Antwerp	August 24	*Brest*	Empire Shipping
Ceylon—			
Colombo	July 18	*Saparoea*	Dingwall Cotts
Colombo	July 26	*Borneo*	Dingwall Cotts
Colombo	August 10	*Japara*	Dingwall Cotts
Colombo	August 16–17	*Washington Mail*	American Mail Line
Colombo	August 18	*Silverguava*	Dingwall Cotts
Chile—			
Valparaiso	July 31	*Siranger*	Empire Shipping
Valparaiso	August 25	*Hindanger*	Empire Shipping
China—			
Shanghai Tsingtao Taku Bar	July 20–21 August 20–21	*American Mail* *India Mail*	American Mail Line American Mail Line

Departures from Vancouver—*Continued*

Destination	Loading Date	Vessel	Operator or Agent
China—*Con.*			
Shanghai	August 4–5	*Narrandera*	Empire Shipping
Taku Bar	August 27	*Vilja*	Empire Shipping
Shanghai	July 30–31	*Canada Mail*	American Mail Line
Shanghai	August 12–13	*Oregon Mail* (r)	American Mail Line
Colombia—			
Barranquilla	July 28	*Don Aurelio* (r)	Empire Shipping
Barranquilla	August 15	*Don Anselmo* (r)	Empire Shipping
Fiji Islands—			
Suva	August 7	*Thor I*	Empire Shipping
France—			
Le Havre	August 24	*Brest*	Empire Shipping
Greece—			
Piraeus	Mid-July	*George D. Gratsos*	Empire Shipping
Piraeus	Mid-August	*A Ship*	Empire Shipping
Hong Kong	July 20–21	*American Mail*	American Mail Line
	July 30–31	*Canada Mail*	American Mail Line
	August 5	*Narrandara*	Empire Shipping
	August 14	*Francisville*	Balfour Guthrie
	August 20–21	*India Mail*	American Mail Line
	August 27	*Vilja*	Empire Shipping
India and Pakistan—			
Bombay	August 10	*Japara*	Dingwall Cotts
Karachi	August 18	*Silverguava*	Dingwall Cotts
Bombay, Madras, Calcutta	July 26	*Borneo*	Dingwall Cotts
Madras	July 18	*Saparoea*	Dingwall Cotts
Calcutta	August 6–7	*Washington Mail*	American Mail Line
	September 5	*Höegh Merchant*	Dingwall Cotts
Italy—			
Genoa	Mid-July	*George D. Gratsos*	Empire Shipping
Naples	Mid-August	*A Ship*	Empire Shipping
Japan—			
Yokohama	July 18–24	*Lake Winnipeg*	Empire Shipping
Yokohama	July 20–21	*American Mail*	American Mail Line
Yokohama	July 30–31	*Canada Mail*	American Mail Line
Yokohama	August 12–13	*Oregon Mail* (r)	American Mail Line
Yokohama	August 13–19	*Lake Kootenay*	Anglo Canadian
Yokohama	August 19–25	*Lake Sumas*	Canada Shipping
Yokohama	August 19–25	*Lake Athabasca*	Anglo Canadian
Yokohama	August 19–25	*Lake Pennask*	Anglo Canadian
Yokohama	August 20–21	*India Mail*	American Mail Line
Malaya—	July 18	*Saporea*	Dingwall Cotts
Penang	August 6–7	*Washington Mail*	American Mail Line
Port Swettenham	August 14	*Francisville*	Balfour Guthrie
	August 18	*Silverguava*	Dingwall Cotts
Morocco—			
Casablanca	Mid-July	*George D. Gratsos*	Empire Shipping
Netherlands—			
Rotterdam	August 24	*Brest*	Empire Shipping
Netherlands East Indies—	July 26	*Borneo*	Dingwall Cotts
	August 6–7	*Washington Mail*	American Mail Line
Batavia	August 10	*Japara*	Dingwall Cotts
Soerabaya	August 14	*Francisville*	Balfour Guthrie
	September 5	*Hoegh Merchant*	Dingwall Cotts

Departures from Vancouver—*Concluded*

Destination	Loading Date	Vessel	Operator or Agent
New Caledonia—			
Noumea	August 7	*Thor I*	Empire Shipping
New Zealand—			
Auckland, Wellington	July 27	*Helmspey*	Canadian Australasian
Peru—			
Callao	July 31	*Siranger*	Empire Shipping
	August 25	*Hindanger*	Empire Shipping
Persian Gulf	August 10	*Japara*	Dingwall Cotts
Philippines—			
Manila	July 20–21	*American Mail*	American Mail Line
	July 30–31	*Canada Mail*	American Mail Line
Iloilo	August 6–7	*Washington Mail*	American Mail Line
Cebu	August 12–13	*Oregon Mail* (r)	American Mail Line
	August 14	*Francisville*	Balfour Guthrie
Manila	August 4–5	*Narrandera*	Empire Shipping
	August 27	*Vilja*	Empire Shipping
Manila	July 18	*Saporea*	Dingwall Cotts
	July 26	*Borneo*	Dingwall Cotts
Cebu	August 10	*Japara*	Dingwall Cotts
	August 18	*Silverguava*	Dingwall Cotts
Manila, Iloilo	September 5	*Höegh Merchant*	Dingwall Cotts
Samoa—			
Apia	July 29	*Helmspey*	Canadian Australasian
Apia	August 7	*Thor I*	Empire Shipping
Singapore	July 18	*Saporoea*	Dingwall Cotts
	July 26	*Borneo*	Dingwall Cotts
	August 6–7	*Washington Mail*	American Mail Line
	August 14	*Francisville*	Balfour Guthrie
Society Islands—			
Papeete	July 29	*Helmspey*	Canadian Australasian
Papeete	August 7	*Thor I*	Empire Shipping
Sweden—			
Stockholm, Gothenburg	August 2	*Paraguay* (r)	Gardner Johnson
United Kingdom—			
Liverpool, Manchester	Early August	*Pacific Enterprise*	Furness Withy
London	August 1–6	*Lake Cowichan*	Anglo Canadian
London	August 2	*Paraguay* (r)	Gardner Johnson
London	August	*Corrientes*	Balfour Guthrie
London	Aug. 18–Sept. 1	*Lake Nipigon*	Empire Shipping
Uruguay—			
Montevideo	July 31	*Siranger*	Empire Shipping
Montevideo	August 25	*Hindanger*	Empire Shipping
Venezuela—			
Maracaibo, La Guaira, Puerto Cabello	July 28	*Don Aurelio* (r)	Empire Shipping
	August 15	*Don Anselmo* (r)	Empire Shipping

Canadian Commercial Corporation

Income derived by the Canadian Commercial Corporation in the year ended March 31, 1948, was $1,143,599, and expenses amounted to $886,220, leaving an excess of $257,379 for transfer to surplus.

Foreign Trade Service Abroad

Cable address:—*Canadian*, unless otherwise shown.

Note.—Bentley's Second Phrase Code is used by Canadian Trade Commisssioners.

Argentina

Buenos Aires—H. L. Brown. Commercial Secretary, Canadian Embassy, Bartolomé Mitre 478.
Territory includes Uruguay and Paraguay.

Buenos Aires—W. B. McCullough, Commercial Secretary (Agricultural Specialist), Canadian Embassy, Bartolomé Mitre 478.

Australia

Sydney—C. M. Croft. Commercial Counsellor for Canada, City Mutual Life Building, Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.
Territory includes the Australian Capital Territory, New South Wales, Queensland, Northern Territory and Dependencies.

Sydney—Dr. W. C. Hopper, Commercial Secretary for Canada (Agricultural Specialist). City Mutual Building. Hunter and Bligh Streets. Address for letters: Post Office Box 3952V.

Melbourne—F. W. Fraser, Commercial Secretary for Canada, 83 William Street.
Territory includes States of Victoria, South Australia, Western Australia, and Tasmania.

Belgian Congo

Leopoldville—L. H. Ausman, Canadian Government Trade Commissioner, Forescom Building. Address for letters: Boîte Postale 373.
Territory includes Angola and French Equatorial Africa.

Belgium

Brussels—B. A. Macdonald, Commercial Secretary, Canadian Embassy, 46 rue Montoyer.

Brazil

Rio de Janeiro—Maurice Bélanger, Commercial Secretary, Canadian Embassy, Ed. Metropòle, Avenida Presidente Wilson 165. Address for letters: Caixa Postal 2164.

São Paulo—J. C. Depocas, Canadian Government Trade Commissioner, Canadian Consulate, Edificio Alois, Rua 7 de Abril 252. Address for letters: Caixa Postal 6034.

Chile

Santiago—E. H. Maguire, Acting Commercial Secretary, Canadian Embassy, Bank of London and South American Building. Address for letters: Casilla 771.
Territory includes Bolivia.

China

Shanghai—L. M. Cosgrave, Commercial Counsellor for Canada, 27 The Bund. Postal District (0).

Colombia

Bogotá—H. W. Richardson, Acting Canadian Government Trade Commissioner, Edificio Colombiana de Seguros. Address for letters: Apartado 1618. Address for air mail: Apartado Aereo 3562.
Territory includes Republic of Panama and the Canal Zone.

Cuba

Havana—R. G. C. Smith, Commercial Secretary, Canadian Legation, Avenida de las Misiones 17. Address for letters: Apartado 1945.
Territory includes Haiti, Dominican Republic and Puerto Rico.

Egypt

Cairo—J. M. Boyer, Canadian Government Trade Commissioner, 22 Sharia Kasr el Nil. Address for letters: Post Office Box 1770.
Territory includes the Sudan, Palestine, Cyprus, Iraq, Syria and Iran.

France

Paris—J. P. Manion, Commercial Secretary, Canadian Embassy, 3 rue Scribe.
Territory includes Algeria, French Morocco and Tunisia.

Paris—J. H. Tremblay, Commercial Secretary (Agricultural Specialist), Canadian Embassy, 3 rue Scribe.
Territory includes Belgium, Denmark, France and the Netherlands.

Germany

Frankfurt—B. J. Bachand, Canadian Economic Representative, % Allied Contact Section, H.Q. EUCOM, Frankfurt, A.P.O. 757, U.S. Army.
Cable address, Canadian Frankfurt/Main.

Foreign Trade Service Abroad—*Continued*

Greece

Athens—T. J. Monty, Commercial Secretary, Canadian Embassy, 31 Vassilissis Sophias Avenue.
Territory includes Turkey.

Guatemala

Guatemala City—C. B. Birkett, Canadian Government Trade Commissioner, Post Office Box 400.
Territory includes Costa Rica, El Salvador, Honduras and Nicaragua.

Hong Kong

Hong Kong—K. F. Noble, Canadian Government Trade Commissioner, Hong Kong Bank Building. Address for letters: Post Office Box 126.
Territory includes South China, the Philippine Islands and French Indo-China.

India

New Delhi—Richard Grew, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 114.

Bombay—C. R. Gallow, Commercial Secretary for Canada, Gresham Assurance House, Mint Road. Address for letters: Post Office Box 886.
Territory includes Burma and Ceylon.

Ireland

Dublin—H. L. E. Priestman, Commercial Secretary for Canada, 66 Upper O'Connell Street.

Belfast—H. L. E. Priestman, Canadian Government Trade Commissioner, 36 Victoria Square.

Italy

Rome—A. P. Bissonnet, Acting Commercial Secretary, Canadian Embassy, via Saverio Mercadante 15-17. Address for letters: Casella Postale 475. (Telephones—471-597 and 470-708.)
Territory includes Malta, Yugoslavia and Libya.

Jamaica

Kingston—R. V. N. Gordon, Acting Canadian Government Trade Commissioner, Canadian Bank of Commerce Chambers. Address for letters: Post Office Box 225.
Territory includes the Bahamas and British Honduras.

Mexico

Mexico City—D. S. Cole, Commercial Counsellor, Canadian Embassy, Edificio Internacional, Paseo de la Reforma. Address for letters: Apartado Num. 126-Bis.

Netherlands

The Hague—J. A. Langley, Commercial Counsellor, Canadian Embassy, Sophialaan 1-A.

Newfoundland

St. John's—R. Campbell Smith, Commercial Secretary, Office of the High Commissioner for Canada, Circular Road.

New Zealand

Wellington—P. V. McLane, Commercial Secretary, Office of the High Commissioner for Canada, Post Office Box 1660.
Territory includes Fiji and Western Samoa.

Norway

Oslo—S. G. MacDonald, Commercial Secretary, Canadian Legation, Fridtjof Nansens Plass 5.
Territory includes Denmark and Greenland.

Pakistan

Karachi—G. A. Browne, Acting Canadian Government Trade Commissioner, The Cotton Exchange, McLeod Road. Address for letters: Post Office Box 531.
Territory includes Afghanistan.

Peru

Lima—C. J. Van Tighem, Commercial Secretary, Canadian Embassy. Edificio Boza, Carabaya 831, Plaza San Martin. Address for letters: Casilla 1212.
Territory includes Ecuador.

Portugal

Lisbon—L. S. Glass, Canadian Government Trade Commissioner, Canadian Consulate General, Rua Rodrigo da Fonseca 103.
Territory includes the Azores and Madeira, Spain, Spanish Morocco, the Canary Islands and Gibraltar.

Singapore

Singapore—Paul Sykes, Canadian Government Trade Commissioner, Room D-2, Union Building. Address for letters: Post Office Box 845.
Territory includes Federation of Malaya, North Borneo, Brunei, Sarawak, Siam and Netherlands East Indies.

Foreign Trade Service Abroad—*Concluded*

South Africa

Johannesburg—S. V. Allen, Commercial Secretary for Canada, Mutual Buildings, Harrison Street. Address for letters: Post Office Box 715.
Territory includes Transvaal, Natal, Southern Rhodesia, Northern Rhodesia, Mozambique or Portuguese East Africa, Kenya, Nyasaland, Tanganyika and Uganda.
Cable address, Cantracom.

Cape Town—S. G. Tregaskes, Acting Commercial Secretary for Canada, New South African Mutual Buildings, 21 Parliament Street. Address for letters: Post Office Box 683.
Territory includes Cape Province, Orange Free State, South-West Africa, Mauritius and Madagascar.
Cable address, Cantracom.

Sweden

Stockholm—F. H. Palmer, Commercial Counsellor, Canadian Legation, Strandvägen 7-C. Address for letters: Post Office Box 14042.
Territory includes Finland.

Switzerland

Berne — Yves Lamontagne, Commercial Counsellor, Canadian Legation, Thunstrasse 95.
Territory includes Austria, Czechoslovakia and Hungary.

Trinidad

Port-of-Spain—A. W. Evans, Acting Canadian Government Trade Commissioner, Colonial Life Insurance Building. Address for letters: Post Office Box 125.
Territory includes Barbados, Windward and Leeward Islands, British Guiana, Dutch Guiana, French Guiana, and the French West Indies.

United Kingdom

London—A. E. Bryan, Commercial Counsellor, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Sleighing, London.

London—R. P. Bower, Commercial Secretary, Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Territory includes the South of England, East Anglia and British West Africa (Gold Coast, Sierra Leone and Nigeria).
Cable address, Sleighing, London.

London—W. B. Gornall, Commercial Secretary (Agricultural Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Cantracom, London.

London—R. D. Roe, Commercial Secretary (Timber Specialist), Office of the High Commissioner for Canada, Canada House, Trafalgar Square, S.W.1.
Cable address, Timcom, London.

Liverpool—M. J. Vechsler, Canadian Government Trade Commissioner, Martins Bank Building, Water Street.
Territory includes the Midlands, North of England and Wales.

Glasgow—G. F. G. Hughes, Acting Canadian Government Trade Commissioner 200 St. Vincent Street.
Territory covers Scotland and Iceland.
Cable address, Cantracom.

United States

Washington—J. H. English, Commercial Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

Washington—G. R. Paterson, Agricultural Counsellor, Canadian Embassy, 1746 Massachusetts Avenue, N.W.

New York City—M. T. Stewart, Canadian Government Trade Commissioner, British Empire Building, Rockefeller Centre.
Territory includes Bermuda.
Cable address, Cantracom.

Chicago—Edmond Turcotte, Consul-General for Canada, Suite 800, Chicago Daily News Building, 400 West Madison Street.

Los Angeles—V. E. Duclos, Canadian Government Trade Commissioner, Associated Realty Building. 510 West Sixth Street.

Venezuela

Caracas—C. S. Bissett, Canadian Government Trade Commissioner. Address for letters: Canadian Consulate General, 8° Piso, Edificio America, Esq. Veroes.
Territory includes Netherlands West Indies.

Foreign Exchange Quotations

The following are nominal quotations, based on rates available in London or New York and converted into Canadian terms at the mid-rate for sterling or par for United States dollars, as furnished by the Foreign Exchange Division of the Bank of Canada. These quotations may be found useful in considering statistics and prices generally, but Canadian exporters are reminded that the kinds of currency which may be accepted for exports to different countries are specifically covered by the Foreign Exchange Control Act and Regulations, and that funds may sometimes be tendered in payment for exports, which cannot, in fact, be transferred to Canada. Both importers and exporters are advised to communicate with their bankers before completing financial arrangements for the sale or purchase of commodities, to ensure that the method of payment contemplated is not only possible but that it is in accordance with the Foreign Exchange Control Act and Regulations.

Country	Monetary Unit		Nominal Quotations June 28	Nominal Quotations July 5
Argentina	Peso	Off.	·2977	·2977
		Free	·2075	·2085
Australia	Pound	....	3·2240	3·2240
Belgium and Belgian Congo	Franc	....	·0228	·0228
Bolivia	Boliviano	....	·0238	·0238
British West Indies (except Jamaica)	Dollar	....	·8396	·8396
Brazil	Cruzeiro	....	·0544	·0544
Chile	Peso	Off.	·0517	·0517
		Export	·0322	·0322
Colombia	Peso	....	·5714	·5714
Cuba	Peso	....	1·0000	1·0000
Czechoslovakia	Koruna	....	·0200	·0200
Denmark	Krone	....	·2083	·2083
Ecuador	Sucre	....	·0740	·0740
Egypt	Pound	....	4·1330	4·1330
Eire	Pound	....	4·0300	4·0300
Fiji	Pound	....	3·6306	3·6306
Finland	Markka	....	·0073	·0073
France and French North Africa	Franc	Off.	·0046	·0046
		Free	.0032	·0032
French Empire—African	Franc	....	·0079	·0079
French Pacific Possessions	Franc	....	·0201	·0201
Haiti	Gourde	....	·2000	·2000
Hong Kong	Dollar	....	·2518	·2518
Iceland	Krona	....	·1541	·1541
India	Rupee	....	·3022	·3022
Iraq	Dinar	....	4·0300	4·0300
Italy	Lira	....	·0017	·0017
Jamaica	Pound	....	4·0300	4·0300
Ma'aya	Dollar	....	·4701	·4701
Mexico	Peso	....	·2059	·2059
Netherlands	Florin	....	·3769	·3769
Netherlands East Indies	Florin	....	·3769	·3769
Netherlands West Indies	Florin	....	·5302	·5302
New Zealand	Pound	....	3·2402	3·2402
Norway	Krone	....	·2015	·2015
Pakistan	Rupee	....	·3022	·3022
Palestine	Pound	....	4·0300	4·0300
Peru	Sol	....	·1538	·1538
Philippines	Peso	....	·5000	·5000
Portugal	Escudo	....	·0403	·0403
Siam	Baht	....	·1000	·1000
Spain	Peseta	....	·0916	·0916
Sweden	Krona	....	·2783	·2783
Switzerland	Franc	....	·2336	·2336
Turkey	Pound	....	·3571	·3571
Union of South Africa	Pound	....	4·0300	4·0300
United Kingdom	Pound	....	4·0300	4·0300
United States	Dollar	....	1·0000	1·0000
Uruguay	Peso	Controlled	·6583	·6583
		Uncontrolled	·5629	·5629
Venezuela	Bolivar	....	·2985	·2985